Edmonton Bulletin

AN INDEPENDENT NEWSPAPER IN PUBLIC SERVICE

Only Edmonton Newspaper Owned and Controlled By Edmonton People

SIXTY-THIRD YEAR EDMONTON, ALBERTA—SATURDAY, JULY 3, 1943 Telephone 26121 SATURDAY 10 CENTS BY CARRIER 35 Cents A Week

2nd Edition

Alaska Highway and Air Progress Souvenir Edition

92 PAGES

Exclusive Feature Articles and 12 Pages of Pictures

Americans Victors in Naval Engagement

Rout Jap Warships

An Editorial

Appreciation and Thanks

The Edmonton Bulletin acknowledges, with appreciation and gratitude, the co-operation of the Government of Alberta, the City of Edmonton, Edmonton merchants and the many loyal advertisers and friends who have made possible our "Alaska Highway and Air Progress" edition.

Telephone messages, telegrams and letters from all sections of Canada and the United States warmly and generously praised The Bulletin's "Alaska Highway and Air Progress" edition as an outstanding success in giving not only interesting information about a vital project, but also most valuable publicity to Edmonton.

Fifty-four thousand copies have been sold and distributed all over North America. The Imperial Oil Limited, Edmonton branch, alone mailed out 1,600 copies.

The Edmonton Bulletin, "Alberta's Oldest Newspaper", is proud to maintain its tradition of usefulness by extending its field of service from Edmonton into the vast territory of the North.

Every member of The Bulletin's staff, from editor to office boy, worked hard and loyally in the fine traditions of the founder, the late Honorable Frank Oliver, who established The Bulletin in a log cabin in 1880 on the present site of our offices.

His faith in Edmonton and the North was unbounded. We are happy to be able to re-echo that limitless faith.

Chas. E. Campbell

Owner and Publisher.

Exchange Historic Letters

MAYOR H. G. HUGHES

MAYOR JOHN W. FRY

Seldom heard of a few short years ago, Fairbanks, Alaska, has dramatically become a close neighbor of Edmonton. Awareness of the new, breath-taking changes in North American and world geography is noted in the exchange of letters between Mayor John W. Fry of Edmonton and Mayor H. G. Hughes of Fairbanks.

Speaks at Rally

Five Continents Linked By World Highway System Seen by Alaska Governor

The Alaska Military Highway of today as a vital link in a world system of highways, making it possible to drive from Buenos Aires to Capetown, by way of Edmonton and Fairbanks was envisaged by Governor Ernest H. Gruening of Alaska in an address to a mass meeting in the arena of No. 3 "M" depot held in connection with a joint celebration of Dominion Day and Independence Day Friday evening.

This new world highways system would cross the width of Asia and down the length of Africa, linking all five continents, Governor Gruening predicted.

Not only have Canada and the United States, originated and exemplified the good neighbor policy but "the best policy," the speaker declared.

GUEST OF HONOR

Governor Gruening was the guest of honor and principal speaker at a patriotic rally attended by about 1,200, under the chairmanship of Premier Ernest Manning.

Other addresses were delivered by His Honor Lt.-Governor J. C. Bowen, Premier Manning, Brig.-Gen. James A. O'Connor, commanding general of the Northwest Service Command; Brig.-Gen. L. D. Worsham, division engineer, Northwest Division U.S. Engineers; Maj. A. K. Robertson, R.C.E., representing Maj.-Gen. W. W. Foster, D.S.O.

Speeches were made from a plat-

Continued on Page 2, Col. 1

Allies Threatening Full Encirclement Of Salamaua Base

By BRYDON C. TAVES
Exclusive to The Edmonton Bulletin
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ALLIED HEADQUARTERS, Southwest Pacific, July 3.—American jungle forces were reported meeting stiffer resistance today in their drive against the Japanese base at Munda in the Solomons but on the north New Guinea coast Allied patrols were within sight of the almost encircled enemy stronghold at Salamaua.

The main action on the 700-mile perimeter of the outer defences of the big Jap base at Rabaul still was centered on New Georgia Island in the Solomons, where meagre reports indicated that heavy fighting continued as the Americans pushed their campaign against Munda air base.

(The British radio reported big concentrations of Japanese planes on the Buin and Faini airfields in the northern Solomons in apparent preparation for a major counterattack against the Allied forces, who had been holding mastery of the skies over the islands recently.)

SHARP ACTION

On the north New Guinea coast there was sharp patrol action as the Australians and Americans moved to within four miles of Salamaua in the Bobdubi sector, smash-

Continued on Page 3, Col. 1

Series of Raids

100 Liberator Bombers Blast Italo Airports

By REYNOLDS PACKARD
Exclusive to The Edmonton Bulletin
Copyright, 1943, by British United Press

ALLIED HEADQUARTERS, North Africa, July 3.—Nearly 100 American Liberators, pacing Allied bombers on a punishing new series of raids designed to smash Axis defences, dropped more than 200 tons of explosives on three of the main airdromes in southeastern Italy yesterady, it was announced today.

The raid on the Italian airdromes was the biggest ever carried out by U.S. Liberator bombers on the Middle East. The enemy again tried to bomb the Liberators in flight. Only three of the big bombers were lost in the entire operation.

A communique from the 9th U. S. Air Force at Cairo said that the Liberators sent more than 400,000 pounds of high explosive, fragmentation and incendiary bombs hurtling down on the air bases at Lesse, on the heel of the Italian boot, at Grottaglie, the principal airfield for the protection of the Taranto naval base, and San Pancrazio.

HIT PLANES, HANGARS

The Liberator attack on Lesse scored hits on dispersed Axis aircraft, hangars and runways, causing fires and destroying fuel dumps.

At Grottaglie, hits were scored on hangars and a wide target area including a number of Axis planes on the ground, one of which exploded. At San Pancrazim the entire target area was covered by bomb bursts while enemy fighters vainly attempted to intercept U.S. Bombers.

V

Edward F. Sise, Executive, Dies

MONTREAL, July 3—(CP)—Edward F. Sise, son of the founder of the Bell Telephone Company of Canada and a former president of the Northern Electric Company, died at his home here today after an illness of several months. He was 66.

V

Full Air Cover

Great Convoy Fights Off Pack Enemy U-Boats

LONDON, July 3. — (CP) —A great convoy recently crossed the Atlantic under a shore-to-shore air cover of land-based and carrier planes and one submarine was destroyed, another probably was sunk and others "may have been damaged," the Admiralty and air ministry announced today.

A reinforced surface escort also helped shepherd the ships through the latest victory in the Battle of the Atlantic, a lengthy communique said.

Submarines made a series of attacks over a period of two days, but the convoy was undeterred.

R.C.A.F. PLAYS ROLE

In the first stage of the journey, Hudson, Ventura, Liberator and Catalina planes of the Royal Canadian Air Force of the eastern command protected the ships. Liberators, Sunderlands and Halifaxes of the R.A.F. coastal command took over on the approaches to Britain.

The mid-Atlantic gap was filled by planes from a British carrier.

Willkie Says:

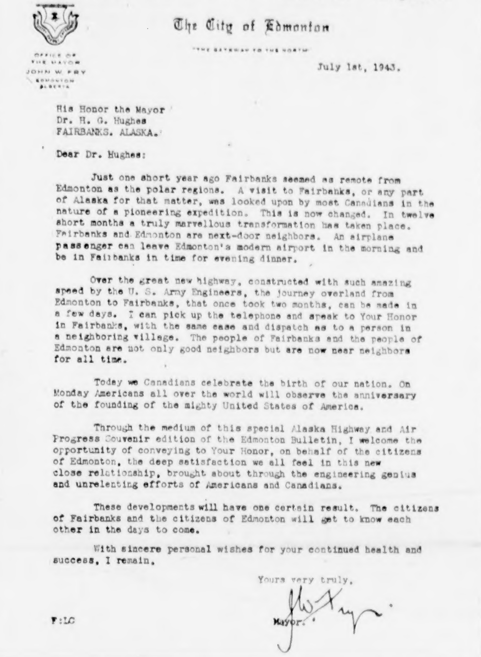
Air Mastery Shatters Doctrine of Isolation

Wendell L. Willkie is possibly the greatest foe of national isolation in the world today. Last October Willkie landed at Edmonton airport after an epic flight round the world in a big U.S. Liberator, dubbed The Gulliver. In the following message, written specially for The Edmonton Bulletin, Mr. Willkie sums up in a few pungent sentences how modern man's mastery of the air has pronounced the death sentence on the untenable doctrine of isolation for all time.—EDITOR.

By WENDELL L. WILLKIE
Exclusive to The Edmonton Bulletin

NEW YORK, N.Y., July 3.—Last year I flew 31,000 miles around the world, yet the actual time spent in the air was only 160 hours. That experience illustrated conclusively the oneness of the world today. There are no distant points in the world any longer. Modern transportation—whether air, rail or automotive—has bound the nations of the earth together so tightly that never again will it be possible for any one nation to hold itself aloof. What concerns the people of China, or of Canada, or of Russia, or of Great Britain, must in the future concern us too, for we are, in fact, citizens of one world.

Edmonton, Fairbanks Now "Next-Door" Neighbors



The City of Edmonton
"THE GATEWAY TO THE NORTH"
OFFICE OF THE MAYOR
JOHN W. FRY
EDMONTON
ALBERTA

July 1st, 1943.

His Honor the Mayor
Dr. H. G. Hughes
FAIRBANKS. ALASKA.

Dear Dr. Hughes:

Just one short year ago Fairbanks seemed as remote from Edmonton as the polar regions. A visit to Fairbanks, or any part of Alaska for that matter, was looked upon by most Canadians in the nature of a pioneering expedition. This is now changed. In twelve short months a truly marvellous transformation has taken place. Fairbanks and Edmonton are next-door neighbors. An airplane passenger can leave Edmonton's modern airport in the morning and be in Fairbanks in time for evening dinner.

Over the great new highway, constructed with such amazing speed by the U. S. Army Engineers, the journey overland from Edmonton to Fairbanks, that once took two months, can be made in a few days. I can pick up the telephone and speak to Your Honor in Fairbanks, with the same ease and dispatch as to a person in a neighboring village. The people of Fairbanks and the people of Edmonton are not only good neighbors but are now near neighbors for all time.

Today we Canadians celebrate the birth of our nation. On Monday Americans all over the world will observe the anniversary of the founding of the mighty United States of America.

Through the medium of this special Alaska Highway and Air Progress Souvenir edition of the Edmonton Bulletin, I welcome the opportunity of conveying to Your Honor, on behalf of the citizens of Edmonton, the deep satisfaction we all feel in this new close relationship, brought about through the engineering genius and unrelenting efforts of Americans and Canadians.

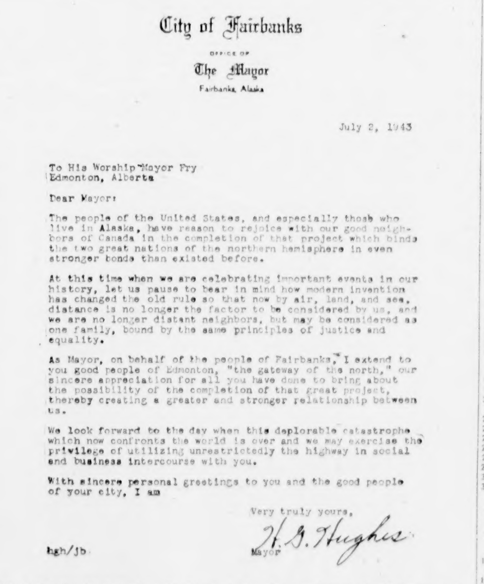
These developments will have one certain result. The citizens of Fairbanks and the citizens of Edmonton will get to know each other in the days to come.

With sincere personal wishes for your continued health and success, I remain,

Yours very truly,

Mayor.

F:LC



City of Fairbanks
OFFICE OF
The Mayor
Fairbanks, Alaska

July 2, 1943

To His Worship Mayor Fry
Edmonton, Alberta

Dear Mayor:

The people of the United States, and especially those who live in Alaska, have reason to rejoice with our good neighbors of Canada in the completion of that project which binds the two great nations of the northern hemisphere in even stronger bonds than existed before.

At this time when we are celebrating important events in our history, let us pause to bear in mind how modern invention has changed the old rule so that now by air, land, and sea, distance is no longer the factor to be considered by us, and we are no longer distant neighbors, but may be considered as one family, bound by the same principles of justice and equality.

As Mayor, on behalf of the people of Fairbanks, I extend to you good people of Edmonton, "the gateway of the north," our sincere appreciation for all you have done to bring about the possibility of the completion of that great project, thereby creating a greater and stronger relationship between us.

We look forward to the day when this deplorable catastrophe which now confronts the world is over and we may exercise the privilege of utilizing unrestrictedly the highway in social and business intercourse with you.

With sincere personal greetings to you and the good people of your city, I am

Very truly yours,

H. G. Hughes
Mayor

hgh/jb

With Fairbanks, Alaska, only a few hours from Edmonton by the Northwest aerial passage and connected on the ground by the great Alaska Highway, peoples of these two important world centres are rapidly becoming acquainted. The new neighborliness of the two centres is symbolized in the above exchange of official greetings between His Worship Mayor John W. Fry of Edmonton and His Honor Mayor H. G. Hughes of the City of Fairbanks, Alaska. The Edmonton Bulletin believes that the above letters will one day become historic documents.

Raids on France

FOLKESTONE, England, July 3.—(CP)—A strong force of Allied aircraft was heard crossing the channel at great height early this afternoon and soon distant explosions echoed back from France.

Arrive Overseas

A BRITISH PORT, July 3.—(CP)—The largest draft of R.C.A.F. personnel ever dispatched overseas debarked recently at this busy port after an uneventful Atlantic journey, it was disclosed last night.

Bring News Reels

TORONTO, July 3—(CP)—British news reels stressing the activities of Canadian service men and women overseas are to be shown in Canada starting July 22, a Canadian film company announced today.

Sharp Clash Is Reported At Rendova

WASHINGTON, July 3.—(AP)—Japanese cruisers and destroyers endeavoring to turn their big guns on American positions on Rendova Island were driven off by United States naval units in a sharp engagement early today.

This was reported today by the U.S. Navy which said the enemy task force of seven warships included three cruisers and four destroyers.

The size of the United States force which met and repulsed the Japanese ships was not disclosed by the Navy, which said, however, that "the enemy ships retired in short order." No details of the surface battle have been received, it said.

The Navy reported also that "several of the crew" were killed in the initial torpedo plane attack which led to the sinking of the transport McCawley in the action which moved United States forces into the outer defence ring of the Japanese. The McCawley, damaged by torpedo planes, was sent to the bottom by an enemy submarine. However, most of its crew members had been removed.

V

88 Nominated Ontario Ridings

TORONTO, July 3. — (CP) — Eighty-eight candidates have been nominated so far for the provincial election Aug. 4, headquarters of the three political parties in the province said today.

The C.C.F. leads with 49 candidates, the Progressive Conservative have 26 and Liberals 13.

V

Sea, Air Battle

LISBON, July 3—(CP)—A violent air and naval battle off the coast of Portugal Thursday night was reported yesterday by fishermen, who said they watched the fighting for three hours while searchlights swept the sky.

V

Raid Greek Port

NEW YORK, July 3 — (AP) — United States planes attacked the Greek coast "near Athens" yesterday, a Berlin radio broadcast recorded by NBC said last night.

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Five Continents Linked By World Highway System Seen by Alaska Governor

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form backdrop of British and American flags. The band of the 2nd Reserve Bn. of the Edmonton Regiment, under the direction of Bandmaster Sgt.-Maj. Graydon Tipp, played the national anthems of the two nations to open the second part of the program. Previously, the crowd was entertained by a concert put on by the Canadian Legion War Services under the supervision of Harold Wright.

Lt.-Gov. Bowen said the true meaning of the joint celebration had been expressed perfectly by Prime Minister Churchill in 1940, when the great British leader observed that affairs of the British and American peoples would become "somewhat mixed up" as a result of joint action in the struggle for liberty.

Mr. Churchill had likened the uniting for a common purpose of the two great nations to the majestic flow of the mighty Mississippi.

"Let it roll to broader lands and better days!" he had exclaimed.

DEBT OF GRATITUDE

Brig.-Gen. O'Connor declared that all owe a debt of gratitude to the past generations of Americans and Canadians who have carried on a friendship which has become traditional.

"Let us continue to be worthy of the legacy they have left in our trust," he said.

Brig.-Gen. Worsham, in a short, forceful address, recalled that West Point and Kingston Military College had played annual hockey matches for 20 years without a single foul being called. The U.S. had won only one match he declared, amid laughter.

On the platform with the speakers were: Chief Justice Horace Harvey, His Worship Mayor John W. Fry, Lt.-Col. Alan Elliott, acting area commandant, and other military officers.

Governor Gruening was introduced by Premier Manning as an "ardent champion of the good neighbor policy."

TEXT OF ADDRESS

Governor Gruening's address is as follows:

We have met to celebrate our respective national holidays—Canada's Dominion day and the United States' Independence day. Never before in our histories has the joint celebration of these holidays been more appropriate. For more than a century these two good neighbors, living side by side, have dwelt in concord and in amity which has held up a shining light in a darkened world.

For generations which elsewhere on earth have seen bloody strife between other nations, these two neighbors have pursued the arts of peace. The longest bound- in the world that separates two peoples has become a token of how little such a boundary may be a barrier to friendly intercourse and how much it may come to represent a common bond.

Canada and the United States have exemplified and originated not merely the "good neighbor policy," but the "best neighbor policy." And, best of all, this "best neighbor policy" has been a practice before it became a preachment. Our relationship has been one of deeds first rather than of words. It is stimulating to those of us who find it an inspiring subject to talk about, that we are merely recording an accomplished fact and not an ideal to be achieved—unless it be elsewhere in the world where other neighbors may well profit by this unique example.

NOW INTENSIFIED

Now this happy relationship which has existed for a century or more has become amplified and intensified. In the face of common peril and common purpose that boundary has virtually disappeared except for relatively minor and technical usage.

The crisis of war has linked us more intimately and more inseparately than ever before for the maintenance of our freedom. It is the same freedom for both of us. It is the same precious heritage of rights cherished equally north and south of that boundary: the right to worship as we please, the right to think as we please, the rights to assemble freely and speak as we please; the right to choose and work out our livelihoods, personal careers and individual destinies subject only to the obvious regard for the similar rights of others lawfully established by common consent under a system of majority rule.

It is in fact the existence of those priceless liberties in our two countries, our deep devotion to those liberties, our determination to maintain them at all costs and our present united enterprise to achieve that end, that underlies our joint holiday celebration today.

We have, my friends of Canada and the United States, as I have just said, pointed with pride for some years past, with justifiable pride, to this unique boundary that separates, but does not divide us. Recent events have extended that boundary. Another Canadian-American boundary likewise long shown on our maps, and for all intents and purposes, only on our maps, has been activated into a living reality. It is the Canada-Alaska boundary, some fifteen hundred miles long, supplementing our famous 3,000-mile Atlantic-to-Pacific boundary. This north-south Canada-Alaska boundary, stretching from the Pacific to the Arctic Ocean, came into existence as a part of, as an extension of, our joint American-Canadian boundary in the same year Dominion Day was established, 1867, the year of the purchase by the United States of Russian-America.

For three-quarters of a century this boundary has existed although it has been recognizable at very few points and has had as little physical reality as it is possible for such a line to have.

REASONS OBVIOUS

The reasons for this, of course, are obvious. That vertical boundary between British Columbia, Yukon Territory and Alaska extended through wilderness. And a real wilderness it was! Only the hardiest trappers and prospectors had any occasion to cross it, and they probably often didn't know that they were crossing it. At very few points, indeed, was it marked by the insignia and the border establishments of the respective governments.

Until very recently the one artery of communication which cut this boundary was the mighty Yukon river, and to a very much lesser extent the Stikine river, used in a more modest way as an entrance from southeastern Alaska into northern British Columbia.

Likewise, that Alaska-Canada boundary was crossed through the famous passes around which hangs the romance of the gold rush days into the Klondike—the Chilkat Pass and the Jack Dalton Trail, the Chilkoot Pass, the White Pass. This last was transformed a generation ago in the wake of gold discoveries into what is known on the frontier as an iron trail—the White Pass and Yukon railroad.

PIONEERS STILL PRESENT

Incidentally, these pioneers of '98, these seekers for gold, are still present in considerable numbers about the Territory of Alaska. They were a hardy breed of men—they had to be. And many of them still survive. In the last two years, as I have gone about the Territory of Alaska considerably, stopping at every village and settlement in connection with my organization of the Alaska Territorial Guard, I have had a chance to chat with these old-timers whose memory of their exploits and hardships grows better year by year. Talking to them about those early days, really the first days when the American people took cognizance of Alaska, makes clear how close in this modern age, this age of airplane and radio, we still are to those primitive days.

Contemplating a thriving, modern, bustling metropolis such as Edmonton, situated where within the memory of living men there was only limitless prairie, emphasizes the speed of this transformation. For our generation not only can hear from their own lips what the pioneers experienced, but it is still possible in the northwest country to relive that experience oneself.

It is still happening in Alaska. The situation there is not yet at the stage of the earlier frontiers to the south of us, in the northwest part of the United States.

There, a few years ago, a professor from an eastern college, an historian of colonial and early America, followed the inspired thought that in order to recapture the atmosphere and spirit of earlier days one should retrace the route of the pioneers, as far as possible reliving their experiences, and determined to do so. Parenthetically, within the last year a most interesting and vivid account of the voyages of Columbus has appeared, from the pen of a professor from my alma mater who conceived and carried out the brilliant project of navigating a sailboat about the size of the caravels as nearly as possible over the exact routes that Christopher Columbus followed, anchoring in the same bays where he anchored, and trying to repeat as far as possible Columbus's own experiences.

RECONSTRUCT TRIP

Well, this professor from another eastern college wished to follow the historic trail of Lewis and Clark across the mountains and canyons of Idaho and Oregon. He believed that to reconstruct their trip he should travel as nearly as possible where they travelled, sleep where they slept, eat what they ate and wear what they wore.

What he overlooked was that a century or more of civilization, and possibly his own years in more or less cloistered academic surroundings were not the best preparation for trail blazing. He was prepared mentally but not physically. His spirit was willing but his flesh weak. Finally, after some weeks of weary plodding, he staggered down the trail in the Lemhi National forest, weak from exhaustion and hunger.

The pemmican and corn meal which he had brought with him to repeat the fare of Lewis and Clark had not sufficed to sustain him. He knocked feebly on the door of the log built ranger station which guarded the lonely headwaters of the Salmon river (one of the many Salmon rivers of the northwest).

A ranger opened the door and stared at the buckskin-fringed, gaunt apparition which stood before him. "Have you some coffee?" hoarsely whispered the cadaverous pedagogue.

"Come right in," replied the ranger, "but what the heck are you doing here in that rig?"

The professor looked down at his buckskin clothing, his moccasins and ancient powder horn, and said: "I'm following Lewis and Clark."

HUNDRED YEARS LATE

The ranger pondered for a moment, and said: "You're awful late, stranger. They came through here over a hundred years ago."

The revivified Alaska-Canada boundary has come to life in the course of our joint war against a common enemy. What are the signs and symptoms of a revivified boundary, if that boundary happens to lie between Canada and the United States? Why, traffic across it! Lots of it! And if ways of crossing that boundary easily and speedily are lacking they are promptly created. That is what has happened to our Alaska-Canada boundary; that is what is happening and will continue to happen in ever-increasing tempo.

Of course we have been talking about an Alaska Highway for some years. And on both sides of the boundary men of vision have dreamed about and then worked for the construction of a road that could penetrate and render accessible the northwest wilderness; that would open up its vast untouched natural resources; that would provide a land route connecting the United States, Canada and Alaska.

The justifications for such a highway were ample. And perhaps in time, possibly a long time, after much energy and effort expended in its promotion, such a highway might have been authorized and ultimately built. But it required this war, particularly the war in the Pacific to bring that highway into being. It was war, the great destroyer, that here proved to be the great constructor. Airports built in Canada to facilitate air transport for the defence of Alaska were the first blazes on the new sky trail.

And it may be well to consider here for a moment the paradox to which I have just alluded, of war, the well known destroyer as war, the less known developer. All civilized, all decent people wherever they may dwell, must detest war. It is for us, of the United Nations here engaged in it, a stern necessity, an unavoidable duty, soberly entered into to defeat the totalitarians' attempt to enslave the world. It has become a truism that war and destruction are synonymous.

WAR SPEEDS INVENTION

However, we know that war speeds invention. We have already seen that war hastens discovery. We have observed that the sciences, be they medicine or bio-chemistry, or the many branches of physics such as aero-dynamics or radio-detection, are all quickened by the imperative urgencies that war imposes. Yet war is waste. There is only one thing more costly than fighting a war, and that is not fighting it. We take for granted that what is hastily constructed for war purposes, be it shipyards and the warships launched therefrom, or munitions factories, and the guns and shells and bombs there turned out, or the bases hastily improvised to bolster a weak spot in our armor or to puncture the enemy's—we take it for granted that all these are designed to serve one immediate purpose only, victory, and that they will be of little or no value thereafter.

Yet it must be admitted that war does bring about some substantial improvements, some vital reforms, which but for it, would not have been. I have been particularly impressed how this national emergency, this war, has brought to Alaska marvellous airports and the other accompaniments of aerial navigation such as radio beam stations; how it has brought great highways and connecting roads; how it has brought waterways improvements, deepened channels and harbors, breakwaters, wharves; how it has brought mapping—the detailed information of contours and character of land and of shoals and ledges under the sea, the preliminaries to real knowledge of a region.

All of these were long desired and long sought. But it is more than doubtful whether these needed improvements would have come in time of peace. They will have lasting beneficial effects, economic and social, after the war. And I surmise that the same is true of corresponding improvements—airports and roads and pipelines—in the Northwest of Canada.

We would not choose, we would not elect, war as a developer of the pursuits of peace, and as a creator of the implements of peacetime progress. But as far as the great emerging northwest of Alaska and Canada is concerned it cannot be gainsaid that the war is providing that region with invaluable material improvements, penetrating its natural fastnesses at a pace never attainable in time of peace, if indeed the same result would have been achieved at all.

In sum this war is proving to be for us of the greater Northwest, the pre-emininet pioneer, the trail-blazer on a titanic scale, the most dynamic builder we have ever seen. Let us firmly determine that we shall utilize wisely this fortuitous and accidental concomitant of the Second World War against barbarism. And just as we are now the joint defenders of this great northwestern bastion — which stretches farther west and farther north than any other part of our continental mass—just as we are now jointly converting it into a corridor of offense; so let us highly resolve that in the years to come our co-operative trusteeship of this new found geographic and economic empire will be intelligent and far-sighted. Let us make it a model of studied, ordered, enlightened development.

And so, when the airports built in Canada to facilitate air transport for the defence of Alaska and the defence of the northwestern front of our continent came into being, the highway, "The Alaska Military Highway," as it has been recently renamed, followed, and I think I can say without fear of successful contradiction, it followed fast.

It was not long after the flyers began to fly this way that the dirt began to fly also. And already the new northwest passage has become a thoroughfare, first of the air, then of supply for the airmen. General Henry ("Happy") Arnold, chief of the United States Air Force, has stated recently that the highway has already contributed materially to our counter-offensive in the Aleutians. We may safely assume that the highway's contributions will increase in that direction. And let it be noted when we consider the speed of the highway's authorization—once the strategists awoke to its importance—and the speed of its construction, that only in the realms of the "best neighbors" could so gigantic a project have been authorized and pushed through to completion in so short a period, and with such an accompaniment of universal co-operation and good-will.

Like our undefended boundary, the Alaskan Highway, however considerable may be its achievements as an engineering feat, however memorable as an epic of adventure and courage, however enduring as a saga of determination and dogged persistance, is even more importantly a triumph of international relations another dramatic witness to our best neighborliness.

It has only begun to function. When first conceived the highway was a linear route terminating in Fairbanks, and connecting "The Golden Heart of the North" as the Fairbanksians call their city, without continental highway system. But meanwhile—the Glenn Highway which runs out of Fairbanks, was in process of construction. A branch of the highway curves toward it at Tanacross.

Another branch to be completed this summer from Haines near the upper end of the Inside Passage gives the Alaska Highway system—for system it is and will be increasingly—direct connection with the upper portion of southeastern Alaska. I hope that this network will be extended and I am confident that it will be. I hope it will be extended both in Canada and in Alaska to provide that maximum of accessibility which fosters community growth and progress.

Speaking for Alaska we should like to see the highway system connected with our capital, Juneau. We should like to see the highway system connected with Ketchikan, centre of our salmon industry and known as "The First City," because it has been the first city encountered in Alaska on the only route into Alaska previously available, the steamer route north from Seattle and Vancouver. We hope in time to see the highway system extended to the shore of Bering Sea. I do not believe I am allowing myself too great a flight of fantasy to see the Alaskan Highway as a vital link in the world system of highways.

LINK CONTINENTS

We know that the construction of the Pan-American highway system is making great progress, and it should before long be possible to drive from Anchorage to Buenos Aires. It is this route which one of your distinguished Edmonton fellow-townsmen, the Honorable James A. McKinnon, Dominion minister of trade, feels "will eventually lead into Asiatic Russia and to the Orient itself." Some day it may even be possible to drive from Buenos Aires to Capetown, via Edmonton and Fairbanks across the width of Asia and down the length of Africa, linking all five continents.

Yes, the Alaska highway system has only begun to function. We have noted that it is both an airway and a landway. It serves for both planes and trucks. (I believe they are not "lorries" here!) But it is far more than that. It is also a communications artery for thought and expression.

It is already possible to telephone by an overland line direct from Whitehorse to Washington and to any point now in our continental telephone system. Soon these telephone connections will be extended to Fairbanks and Skagway, Alaska, and undoubtedly to other communities.

Thus already the highway serving as an instrument of war has likewise begun to play its part in economic development.

It will be a great part. Perhaps we are so close to this momentous pioneering; perhaps we take the ease of our joint adventure so much for granted that we fail to appreciate its full significance. I wonder whether Marco Polo knew he had opened a trade route which would endure for centuries. Yet when an airplane out of the heart of European Russia comes down in Fairbanks or in Edmonton, a great event in the annals of travel and transportation has occurred.

NOW LOOKING WEST

It means that we of North America are looking west rather than along our traditional route across the North Atlantic. It means that a great new land route across the roof of the world is emerging. Edmonton, Alberta; Fairbanks, Alaska; will be among the importatn junction points in that route—junction points of air, highway and rail transport.

The re-emergence of the Alaska-Canada boundary means the opening up of a vast new region—Northwest America. It is a region composed of the provinces of Alberta and British Columbia and of the Yukon Territory and of the Territory of Alaska.

It is a vast region, diverse in topography, in climate, in minerals, in fauna of land and air and sea. Yet more striking than its diversity is its homogeneity. First and foremost, there dwell in it the same kind of people. Nothing, yes, nothing, is quite so sensational, so striking and so-heart-warming, as the simple realization that when one passes across the virtually invisible international boundary of our hitherto far country one is at home.

We Alaskans feel thoroughly at home in Canada and I know that the Canadians I have encountered there feel thoroughly at home in Alaska. We of the great northwest speak the same language. We speak the same language literally as well as figuratively. The pioneer urge that carried our peoples across the then uncharted wastes of the Atlantic, across the trackless plains and over the mountains, lives on here. In the great open spaces where man's spirit is still free to roam we shall reenact once more the great chapter, perhaps for the last time, of the New World epic.

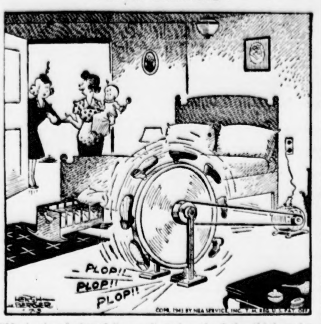
Hither men came to hew a new destiny out of the wilderness. They left the Old World because they preferred to struggle with nature rather than with their fellowmen. In this coming episode, however, we neighbors will be struggling shoulder to shoulder as we are today. We shall work with, and not against each other. For we have the same underlying purposes. We share the same ideals. Perhaps we even boast of the same virtues.

HAVE COMMON LOT

We know we have a common lot. And we rejoice in the possession of a vast and glorious field for our future endeavor. Our comradeship, ripened in the long years of peace, its bonds tightened in the stress of war, will simplify the solution of our common problems. For liberty is our aspiration and friendship is our destiny—and in time they shall inherit the earth.

—V—

FUNNY BUSINESS


PLOP!!
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HERSHBERGER
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"My husband rigged it up—it makes the baby think we're walking the floor with her and she sleeps soundly all night long!"

Indian Appointed Niagara Military Area Commandant

TORONTO, July 3—(CP)—Brig. O. M. Martin, a full-blooded Iroquois Indian, has been appointed commandant of the Hamilton-Niagara military area, it was announced yesterday at headquarters of Military District No. 2. A native of Brantford, Ont., he was a former school teacher on the Six Nations Indian reserve at Oshweken. He served in the first great war as a lieutenant in the 144th Battalion and later in the Royal Flying Corps.

—V—

The city of Ur, in Iraq, is the most ancient city in the world yet discovered.

WHEN YOU GO EAST

Take a Boat Trip!

When business calls you east break the long rail journey with a boat trip down the Great Lakes. Not only will you relieve rail congestion but a lake trip is always enjoyable relaxation and it costs no more! Both the S.S. Noronic and S.S. Hamonic are noted for fine accommodation, excellent meals. Automobiles carried. Sailings Wednesdays and Saturdays from Port Arthur, Fort William for Sarnia, Windsor.

St. Lawrence and Saguenay Cruises

While in the east take a well-earned rest cruising these famous rivers. Information on request.

Further information from any C.N.R. or C.P.R. agent or from Northern Navigation Division of

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Dr. R. J. Manion Dies Suddenly At Age of 61

OTTAWA, July 3.—(CP)—Dr. R. J. Manion, 61, three times a federal cabinet minister and leader of the Conservative party until his retirement from political life in 1940, died suddenly at his home here late last night when stricken by a heart seizure.

Dr. Manion had been in good health until the time of his death and only three weeks ago had visited Toronto during his duties as national director of civilian air raid defence in Canada, a post to which he had been appointed following his political retirement.

Death came shortly before 11 p.m.

RETIRED IN 1940

Dr. Manion's retirement as Conservative leader came after his defeat in the 1940 general elections in his former seat of Fort William, Ont. He had been defeated there in the 1935 general eelctions and then had won the London (Ont.) seat in a by-election following his election to the Conservative party leadership in 1938 to succeed Rt. Hon. R. B. Bennett, now Viscount Bennett.

With two years of leadership behind him, Dr. Manion called a caucus of elected Conservative members following the 1940 defeat and submitted his resignation. He was succeeded by Rt. Hon. Arthur Meighen, who, in turn, was succeeded by Hon. John Bracken.

A native of Pembroke, Ont., where he was born Nov. 19, 1881, son of Patrick J. Manion and Mary O'Brien, Irish-Canadians, Dr. Manion had a long career in parliament, beginning with his election in the Fort William constituency in 1917 as a Liberal-Unionist.

VARIED CAREERS

But it was not only as a parliamentarian that he made his mark. He combined administrative ability, hard work and an engaging personality in varied careers as soldier, surgeon, writer, businessman and statesman.

It was, nonetheless, in the political realm that he was best known to Canadians and where he won his sobriquet of "Fighting Bob." He used his fighting spirit to whip the Conservative Party into shape for the 1940 elections, in which the one clear-cut issue was his pledge to establish a "national government" if victorious. But that election spelled retirement, not victory.

It was in 1918 that Dr. Manion first went into the federal cabinet, as minister of soldiers' civil re-establishment in Mr. Meighen's union government. He was re-elected as Conservative in 1921 and again in 1925 when the party generally met defeat.

His second term as a cabinet minister was brief. He served as postmaster-general in the short-lived Meighen cabinet of 1926, and became one of the leading figures of the Conservative opposition after the general elections of that year.

GIVEN PORTFOLIO

Re-elected in the 1930 elections, Dr. Manion was appointed minister of railways and canals in the Bennet administration that year, holding that portfolio until the Conservative defeat of 1935. There were rumors during the intervening years of clashes between Dr. Manion and Mr. Bennett but he remained with the administration until the end and lost his seat in defence of it.

GRAYDON PAYS TRIBUTE TO LATE DR. MANION

OTTAWA, July 3—(CP)—Gordon Graydon, Progressive Conservative house leader, last night paid tribute to the late Dr. R. J. Manion as a "great Canadian" who had made a "giant contribution to all that is best in Canadian public and private life."

Dies Suddenly

Dr. R. J. Manion, former leader of the Conservative party and three times a federal cabinet minister, died suddenly last night when stricken with a heart seizure. Dr. Manion, who was 61 years old, was serving Canada's war effort as national director of civilian air raid defence.

Britain, U.S. Bag 18,031 Axis Planes

LONDON, July 3.—(CP)—British and United States air forces and Allied anti-aircraft units destroyed a known total of 18,031 German, Italian and Japanese airplanes from the start of the war to the end of June, a compilation from official communiques disclosed last night.

Thousands more Axis planes were destroyed by the Russians, an additional 985 by the Royal Navy, and others by United States navy guns and planes in the first month of the Pacific war which were not included in the total, and by the French air force before the collapse of France. Accurate records of these tolls are not available.

Known British and United States losses are 9,906 planes, but this total does not include United States losses in the Pacific and in Burma.

—V—

Sentenced to Die

LONDON, July 3—(CP)—Gen. Jonkheer Willem Roell, 69, former commander of the Netherlands ground forces, was one of a "fairly large number" of men sentenced to death after a hearing by the Germans, Radio Orange said yesterday in a broadcast.

Rupture Troubles Ended

Thousands healed by our advanced method. No leg straps, no elastic, no plasters. No pressure on hips or spine. Flexo pad. Different from all others. Endorsed by doctors, mechanics, clerks, everywhere. Very light. INEXPENSIVE, GUARANTEED. Write for information and trial offer.

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MONARCH

You're spending more time at home this year, anyway . . . so why not spend that time wisely in beautifying your home? Try our new, quick-drying wall paint! Do over a room—or your whole house! Your friends will never guess that it wasn't a professional job . . . until you proudly tell them, "I Painted It Myself With MONARCH!"

Gallons	½-Gals.	¼-Gals.
$4.60	$2.40	$1.25

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BILL GREER HARDWARE, Market Square	Phone 25671
A. GRAHAM LUMBER, 12805 66 St.	Phone 71685
SHRAGGE HARDWARE, 10334 82 Ave.	Phone 33518
NORWOOD LUMBER, 11203 86 St.	Phone 73092
ECONOMY LUMBER, 101 St.-Kingsway	Phone 24310
J. C. BURGER, 12402 110 Ave.	Phone 81702

COUNTRY DEALERS

H. Libke—Alcomdale
Ashmont Cash Store—Ashmont.
N. Radomsky—Andrew.
Miller Hardware—Bashaw.
Farrell's Exchange—Barrhead.
Sigler's General Store — Bonnyville.
J. F. Hollinshead—Botha.
Shewchuk Bros.—Bellis.
C. J. Brown—Busby
H. Gobell—Beaumont
J. B. Taylor—Camrose
Calmar Hardware & Lumber—Calmar.
A. H. Matthias—Castor.
Hudson's Bay Company — Cold Lake.
Colinton Lumber Co.—Colinton.
T. J. Smith—Cherhill.
R. J. Graham—Duhamel.
H. Larson—Daysland.
H. V. Ross—Duffield.
J. T. Marshall—Eckville.
H. McKay—Edgerton.
J. D. Read—Entwistle.
Bruce & McPhee—Evansburg.
A. M. Carscadden—Fort Saskatchewan.
Theo Block—Flatbush.
Hudson's Bay Company—Fort McMurray.
Hudson's Bay Company—Fort St. James, B.C.
Hudson's Bay Company—Fort Smith, N.W.T.
Porteous Hardware—Grande Prairie.
L. Gould—Greencourt.
John Proskurniak—Genesee.
Knott Bros.—Gibbons.
Grand Centre Trading Co.—Grand Centre.
C. Hauck—Heisler.
Farmers' Trading Co. — High Prairie.
J. E. Mann—Hoadley.
Hovde Bros.—Hughenden.
Hudson's Bay Company—Hudson's Hope, B.C.
Crown Lumber Co. Ltd. — Innisfree.
Irma Trading Company—Irma.
A. V. Allerie—Jarvis.
Hudson's Bay Company—Jasper.
N. G. Sorenson—Killam.
A. G. Christenson—Kingman.
Hudson's Bay Company—Kitwanga, B.C.
E. N. Bullock—Leduc.
J. P. Gerlinger—Lymburn.
C. L. Larson—LaGlace.
S. F. Trottier—Mallaig.
W. K. Ranton—Mayerthorpe.
Metiskow Trading Co.—Metiskow.
Myers Lumber Yard—Minburn.
John Demkiw—Morecambe.
Morinville Hardware—Morinville.
Neerlandia Co-Op. Ass'n. — Neerlandia.
L. Wensel—New Serepta.
J. J. Rousseau—Notikewin.
Eggenberger's Store—North Star.
Beaver (Alberta) Lumber Ltd.—Onoway.
E. P. Cline—Ponoka.
G. A. Becker—Pouce Coupe.
W. Craswell—Perryvale.
Central Hardware—Red Deer.
W. E. Johnston—Rimbey.
Crocken & Wilson—Rio Grande.
Imperial Lumber Co. Ltd.—Ryley.
Rycroft Hardware—Rycroft.
Joe Pacquette — Rivierre Qui Barre.
C. Bruce—Rocky Mountain House.
John Sadownick—Redwater.
Radway Hardware—Radway.
Round Hill Trading Co. — Round Hill.
Conrad Bros.—Sangudo.
J. A. Agnew—Shoal Creek.
M. Stelmack—St. Michael.
Stern's Bargain Store—Spedden.
E. E. Holmberg—Spirit River.
Armbruster Lumber Co. — Stony Plain.
P. S. Dubetz—Smoky Lake.
W. Keith—Sylvan Lake.
Payless Store—Therien.
Fred Mudry—Thorsby.
Crown Lumber Co. Ltd. — Tofield.
Steve Pawluk—Vilna.
La Plante Bros.—Vimy.
Crown Lumber Co. Ltd. — Vermilion.
Klak's Store—Villeneuve.
H. Branden—Vega.
B. W. Munden—Warburg.
Westlock Hardware—Westlock.
Walter Williamson—Wildwood.
Mrs. S. Sabin—Winfield.
W. Kozak—Wostok.
Hudson's Bay Company—Waterways.
Imperial Lumber Co. Ltd.—Wetaskiwin.
Gem Store—Slave Lake.

Asks "Rational" Plan

Bracken Hurls Manpower Challenge at Government, Claims Home Army 'Hoax'

TORONTO, July 3.—(CP)—John Bracken last night challenged the Dominion government "to abandon forthwith its negative, partisan policy with regard to manpower" and urged adoption of a "rational system of compulsory selective service for the farms, factories and forces."

In an address prepared for delivery at a meeting in Massey Hall, the Progressive Conservative leader reviewed criticisms of government policy he said he encountered in his four-month Canada-wide tour and charged that "the government's failure to deal with manpower is at the root of practically all our current problems."

He expressed criticism of the home defence army, cost of which he estimated at $150,000,000 a year, and said that in the face of a labor shortage "the men are out of agriculture, out of industry, out of the war and out of everything but the public treasury.

HOME ARMY "HOAX"

"It is my judgment that this same draftee army is not only an injustice to the men who are in it but it is the biggest hoax ever perpetrated on the nation."

He added: "I am not referring to the reserve army, which is a voluntary service. I am referring to the home army, composed of large numbers of young men who are under no duty or legal obligation to serve outside Canada."

He said Canadians were asking: "Why is this double standard of military service being maintained? Why is this army not being made available for the tasks of the farm and the factory and the mine, if it is not to be used where the fighting must be done."

There was no direct reference in his prepared speech to the Ontario election Aug. 4, but he did indicate that he would not take any part in the campaign.

PLANS WESTERN VISIT

"My immediate plans had provided for three weeks in Ontario and a brief further visit to the west," he said. "Under the present circumstances, I shall carry out the engagements already entered into and will leave further visits to other parts of this, my native province, to a later date."

In his trip he found many grievances and problems in every community, some the result of wartime controls and rationing but "it is my opinion that the confusion and lack of understanding is directly attributable to the failure of the government to give direct and courageous and cooperative leadership on certain of the main issues connected with the war."

In the farming community he found the view "that the relatively bad position before the war was not corrected before the government's price-freezing policies were adopted" and thus "agriculture was placed in an inequitable position in relation to the rest of the nation's economy."

POLITICAL COWARDICE

He charged that the war policy of the Dominion government having been "in too many of its aspects, prompted by political cowardice, couldn't help but result in . . . chaotic and wasteful conditions. . . ."

"Political expediency," he said, determined the manpower policy, and he asserted that a waste of manpower and a shortage of manpower exist side by side in Canada.

"No mountain of words" can conceal that the present selective service setup "is utterly incapable of treating existing problems because it has not the machinery to do it with."

Announced objectives of the government to curtail non-essential or less essential work and transfer labor to essential jobs had not been carried out.

Treatment to correct labor shortages on the farms and in the mines has been ineffective because the government "had not the courage to go through with" selective service plans.

CLAIMS NERVE LOST

"The plans were drawn, the orders were issued and there it stopped. The plans and the orders involved compulsion. When it came down to directing men and women into jobs for which they were best fitted, as it promised to do, the government lost its nerve."

On May 4 the government announced "a pathetic imitation" of its original plan to curtail industry and transfer workers from unessential to essential tasks, requiring men in a few types of business to register for transfer. "Up until two weeks ago, only 9,000 had done so, and only 900 had been transferred."

Credit for Canada's record of war production is "largely due to the working people of this country" along with the ability and genius of the factory owners and managers.

ROOT OF PROBLEMS

The manpower problem "is at the root of practically all our current problems" and must be faced "in the interests of national unity," the Progressive Conservative leader said.

At one joint Mr. Bracken said:

"I could stand here another hour citing case after case where selective service has fallen down, but none more completely than it has in the coal mines and on the farms. Yet the government would tell you that these shortages—shortages which are to mean real and unnecessary hardship, trouble and expense for us all—are the proof of our total effort. Could there be a more shabby attempt at deception?"

In a reference to Elliott Little, former director of National Selective Service who resigned after differences with Labor Minister Mitchell, the Progressive Conservative leader said: "He proposed to the government a drastic but a realistic mobilization program. His proposals have practically all been vindicated, but are only now being accepted piecemeal.

ENDORSED BY LABOR

I have been told that, before his proposal was put forward, organized labor had endorsed the plan and had promised its co-operation in carrying it out. It is to the credit of labor that, when it was treated as a trusted partner in the war effort, treated as an equal rather than as a commodity only for hire, it indicated its willingness to accept effective and realistic policies."

Americans Are Threatening Jap Salamaua Base

Continued from Page One

ed through the enemy patrol screen and creft closer to the Japanese base on three sides.

A spokesman pointed out that these operations were by patrols and cautioned against assuming that Salamaua was surrounded, since there would be many gaps in the Allied patrol lines.

Nevertheless, the Australians from Mubo joined hands with the Americans, who landed at Nassau bay and were moving through a series of mountain spurs in the Francisco river sector, from which the town of Salamaua can be seen.

There was no indication whether the Allied patrol that reached the Bobdubi sector, four miles from Salamaua, remained there or retired.

STRONG JAP POSTS

The Japanese have a number of strong machinegun posts and artillery positions in the wild, mountainous country between the Francisco river mountain spurs and Salamaua and it was assumed that hard fighting lay ahead in that sector. The mountain spurs protect the Komiatum trail on the western side, nearest the Japanese.

At the eastern end of the Allied offensive arc below Rabaul, there was little news information regarding progress against Munda, on New Georgia island.

(Washington sources reported the Japanese were rushing aerial reinforcements into the battle area.)

Details were lacking on the progress of the American push up the southeastern arm of New Georgia island toward the Japanese air base at Munda, 30 miles away, but it was known that American guns mounted on Rendova island, five miles across a shallow channel from Munda, were subjecting the enemy to heavy bombardment.

———V———

Garson Urges One Candidate Against C.C.F.

WINNIPEG, July 3.—(CP)—Premier Stuart S. Garson said last night he had recommended withdrawal of both coalition candidates in The Pas by-election and urged the election committee of the riding to call a joint convention to choose a nominee acceptable to both Conservatives and Liberals.

Orson Wright, mayor of Flin Flon, was nominated earlier as a Liberal Progressive coalition candidate, and George Mainwaring, former Flin Flon mayor, as Coalition Independent.

C.C.F. OPPOSITION

Only other candidate nominated is B. Richards of Sherridon, C.C.F.

Mr. Garson said it was desirable from the coalition government's point of view that a candidate be chosen who would command support of Liberals and Conservatives alike.

The premier said he told a public meeting at Flin Flon Wednesday night that the government consistently respected constituency autonomy and would continue to do so. He said he made his recommendation on the request of constituency representatives.

It was felt in Flin Flon that inclusion of both coalition candidates would aid the C.C.F. opposition, the Premier said.

Date of the by-election has not been set yet.

———V———

Actor Bankrupt

LOS ANGELES, July 3—(AP)—H. B. Warner, once one of the movies' higher-salaried actors, today declared himself bankrupt.

Weather

	H.	L.		H.	L.
Kenora	74	58	Pr. Albert	85	58
Winnipeg	76	55	N. Battlef'd	85	56
Brandon	72	52	S. Current	83	58
Yorkton	76	56	Med. Hat	80	57
Kamsack	80	48	Lethbridge	11	55
Estevan	76	52	Calgary	78	49
Regina	78	55	**Edmonton**	77	55
Moose Jaw	78	57	Fairview	74	—
Saskatoon	86	60	Beaverlodge	75	—

THE FORECASTS

Alberta and Saskatchewan—Partly cloudy and moderately warm today and Sunday light showers in a few districts.

Peace River District—Partly cloudy today and Sunday with light scattered showers not much change in temperature.

Manitoba—Moderate winds generally fair and moderately warm today and Sunday.

The Bulletin's Traffic Scoreboard

Printed Every Saturday

DEATHS
(For Year)

1942	1943
3	10

Weekly Edmonton Traffic Toll
June 26 - July 3

Injured	Deaths
1	0

Days Since Last Death
25

PRIVATE BREGER ABROAD

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"This man'll need an emergency furlough to the United States, Sir. He's been called for jury duty!"

Arthur P. Dea Dies Swimming At Seba Beach

Arthur Patrick Dea, 47 years old, of 11225 127 street, and an employee of Burns and Company here, died at Seba Beach about 6 p.m. Friday after diving into a few feet of water.

Taken from the water by his 11-year-old son, John, artificial respiration showed that no water had entered the lungs. Death was caused by a sudden heart attack, it was stated.

Mr. Dea, a traveller for Burns and Company, together with Mrs. Dea and their son, were holidaying at the beach. He was a member of the United Commercial Travellers and a member of Edmonton Council No. 1184 Knights of Columbus.

Mr. Dea is survived by his wife; two sons, John and Patrick; one daughter, Mary Kathleen; three sisters, Mrs. R. J. Vint and Miss Bertha Dea of Edmonton; Mrs. L. S. Murdoch of Cranbrook, B.C.; two brothers, Jack and Howard, and his mother, Mrs. A. Dea, all of Edmonton.

The funeral services will be held at St. Anthony's Church on Monday at 10 a.m., the Rev. Father T. Ryan officiating. Burial will be made in the family plot, Edmonton Catholic cemetery. Prayers for parishioners and members of the Knights of Columbus will be said at the Connelly-McKinley funeral home on Sunday evening.

———V———

1942 Ship Output Surpassed in U.S.

WASHINGTON, July 3.—(AP)—Merchant shipyards in the United States in the first six months this year delivered more tonnage than in all of 1942.

The delivery of 168 vessels aggregating 1,676,500 dead-weight tons in June brought total production in the first half of the year to 879 ships totalling 8,818,622 dead-weight tons. Last year's record was 747 vessels of 8,089,732 dead-weight tons.

———V———

Giraud En Route To United States

ALGIERS, July 3—(AP)—Gen. Henri Giraud is enroute to the United States, it was disclosed today.

The French Committee of National Liberation disclosed Tuesday that it had decided that Giraud, its co-president and the French commander-in-chief, should be permitted to visit Washington in response to an invitation from President Roosevelt. Gen. Charles de Gaulle is to preside at all sessions during his absence.

Giraud's mission is expected to be confined to questions affecting American arms assistance for the French, it was said.

Soviets Pound German Lines At Smolensk

By M. S. HANDLER

Exclusive to The Edmonton Bulletin
Copyright, 1943, by British United Press

MOSCOW, July 3—Red army troops repeatedly attacked German lines on the Smolensk front today in feeler thrusts that emphasized mounting signs of an impending offensive.

(Berlin broadcasts admitted a retreat in the Dorogobuzh sector 50 miles east of Smolensk after continuous Soviet blows and radio Paris quoted Berlin sources as saying Russian summer offensive plans are complete.

(The Axis reports stressed the increase in reconnoitering attacks in the central sector west of Moscow and said large numbers of Red army troops had been brought up to the area.)

Three sharp attacks by Russian reconnaissance forces in the Smolensk area the last 24 hours were reported by the Soviet high command.

The midnight communique said 60 Germans were killed trying to drive Red army men from a dominating height seized after one of the largest moves in recent weeks to check the strength of Nazi defences. The Soviet troops occupied German trenches after dislodging the enemy, held against six counterattacks and then withdrew.

Veteran Police Court Reporter Resigns Post

James Clements, 11140 66 street, official police court reporter for almost 19 years, has tendered his resignation which becomes effective July 15. Reason for leaving the government service was given as ill-health.

FORMER RAIL WORKER

Upon his arrival in Canada, Mr. Clements was employed by Canadian Pacific and later the Grand Trunk railways. In 1915 he enlisted and served until 1918 overseas. He returned to Canada, and the G.T.P. as secretary to the divisional freight agent in Edmonton. Later he became traffic manager of the Harry J. Strong Lumber Company here, remaining with that firm until he became associated with the provincial government service.

Mr. Clements has served as official court reporter under five magistrates—P. C. H. Primrose, Lt.-Col. George B. McLeod, Mrs. Emily Murphy, A. H. Gibson, K.C., and A. I. Millar, K.C.

In 1915, before he went overseas, Mr. Clements was married to Nellie Pratley of London, England, in Edmonton. They have two children, James serving with the Royal Canadian Navy at a west coast port, and Mrs. Len Smalley of this city.

MEMBER OF CHOIR

A member of the Masonic Order, Mr. Clements has interested himself in musical circles and at present is a member of First Presbyterian church choir.

Mr. and Mrs. Clements intend leaving shortly for Vancouver, where they will reside.

Sidney J. Cotter, also police court reporter, will take Mr. Clements' place, it is expected.

———V———

Goering Said "Seriously Ill"

STOCKHOLM, July 3—(AP)—The Goetborg newspaper Handels- och Sjoefartstioning, quoting what it said was reliable quarters, reported today that Reichsmarshal Goering is "very ill" from "a nervous breakdown with serious heart trouble."

As late as last Thursday night, the newspaper said, Goering's condition was very bad and two specialists were assigned to treat him. The newspaper added that his wife, Emmy, was at his bedside night and day.

Field Marshal Wilhelm Keitel was said to have represented Goering, the number two Nazi, at the last session of the Reich defence council and it was recalled here that he has been out of the public eye for months. A substitute was said to have made the annual economic accounting recently, asserting Goering was too busy to do so.

Woodward's
STORE HOURS: 9:30 A.M. TO 5:30 P.M.—TELEPHONE 22181

ATTENTION!
Starting Monday, July 5th, Woodward's Daily Store Hours Will Be
9:30 a.m. to 5:30 p.m.
Wednesday
9:30 a.m. to 1 o'clock

IRISH LINEN GLASS TOWELS
Just arrived! Good heavy quality pure linen tea towels. They are absorbent and will give constant wear. They come in rainbow stripes, also typed borders in blue, gold and green. Large size 22x32, each 75c
—On the Third Floor

COOL, CRISP SHEERS FOR LADIES
Cool to look at . . . and cooler to wear . . . Grand sheers for hotter days. Featured in a beautiful range of colorful floral designs, novelty patterns, duco dots, and plain black and navy. Fresh looking dresses . . . some with detachable white collars, some jacket type models. Altogether a lovely range of styles for cool summer wear, distinctive and dressy . . . Shown in sizes 14 to 20, 38 to 44, 16½ to 24½. Priced from,
$5.95 to $19.50
—On the Second Floor

Monday Footwear Values
—For Women
A special selling Monday on quality shoes. Included are pumps, straps, ties, sandals and oxfords. In white, brown and white, blue and white. Smartly trimmed comfortable styles for all the family. Buy your vacation footwear at Woodward's and save. Sizes 4 to 8, Narrow and wide fittings. X-ray fitted.
Group 1, pair $2.39
Group 2, pair $3.89
—On the Main Floor

—For Men
Men's Quality Shoes. Black blucher toe cap styles, made over roomy comfortable fitting lasts. Every pair outstanding value. Sizes 6 to 11, $2.98
Quality Work Boots. Low priced plain toe styles in black or brown leathers. Solid leather soles. Sturdy boots made to stand sturdy wear. Sizes 6 to 11. $2.98
—On the Main Floor

A Letter from Home!

—Photo by Alfred Blyth Studios.

The above picture was taken at the 51st annual July 1 sports meet at the South Side Athletic Grounds on Thursday. Brig. Gen. L. D. Worsham, officer commanding United States Engineers, Northwest Service Command, is seen taking the salute during the march-past of athletes from the various Allied services competing in the sports. The leading platoon is composed of men from the R.A.F. training station at Penhold, Alta.

Regulations forbid individuals sending newspapers overseas. The Edmonton Bulletin prints the news of the week in letter form. Clip it out and send it to your loved ones and friends.

Dear ________

The news highlight of this week was the joint celebration of the national holidays of Canada and the United States, Dominion Day, July 1, and Independence Day, July 4. Governor Ernest H. Gruening of Alaska was the chief speaker at a mass meeting in the Arena Friday night. The Governor was the honored guest of the City of Edmonton and the Province of Alberta as the result of an invitation of the Edmonton Chamber of Commerce. The mass meeting was a great demonstration of the solidarity and eternal friendship of the Canadian and American peoples.

June 28

W. Gordon Skinner, of this city, was elected president of the Institute of Chartered Accountants of Alberta, at the annual meeting held last Saturday. Commanding officer at No. 3 Edmonton Recruiting Centre of the R.C.A.F. for the past 14 months, Squadron Leader W. Paul Graham, formerly of Winnipeg, has been appointed C.O. at the Vancouver Recruiting Centre.

City police investigation into an accident in which Robert Adamson, a R.C.N.V.R. member on furlough from Nova Scotia, was injured, ended Saturday with the apprehension of W. H. Linn, 9624 102A avenue. Two charges have been laid against him, dangerous driving and failure to report an accident. Shouts of acclaim and roars of applause caused the rafters of the Normal school to echo Saturday evening, when several hundred Air Cadets and their friends showed their approval that six of their number had earned general proficiency honors in the history-making first graduation ceremony of No. 12 Edmonton Squadron, Air Cadets of Canada. Presentation of awards was made by J. H. Wildman, chairman of the local civilian Air Cadet committee. Three top-ranking senior and junior squadrons received awards. Graduating were Sgt. John Harvey Day, first place senior squadron; Sgt.-Major William McCulloch, second place; Sgt. R. H. D. Harris, third place, all of whom had completed two years' training in air-crew technical subjects and drill at No. 4 Initial Training School. Also receiving awards were Cpl. Richard Spilsted, who took first place in the junior squadron, and Cadet William Arthur Case and Cadet Donald M. Harris who tied for second place.

Hornets passed up a chance to force a three-way deadlock for first place in the City Senior Baseball League when they allowed the U.S. Army to decision them 4-3 at Renfrew Park yesterday before the biggest crowd of the year and a record for the park. There were more than 8,000 enthusiastic fans crammed into the baseball stadium. Army, Arrows and Hornets would all have had four wins and three losses had the Aircraft Repair Club come out on top. But the Yanks now enjoy quite a comfortable margin at the head of the parade.

Registering his ninth successive triumph in the city golf tournament, Henry Martell of the Highlands Club defeated Glenn Gray of Mayfair, 8 and 7 Sunday to keep intact a remarkable record. The perennial champion wound up the first 18 holes of the final yesterday morning five up on Gray, when he toured his home course in 71, exactly one under par. Henry went another up on the next nine, and the match ended two holes later when he took both the 28th and 29th.

June 29

Important changes in the set-up of the Alberta Regional War Labor Board, and in the attorney-general's department of the provincial government, were announced today by Premier Ernest Manning. The changes and promotions, four in number, follow: 1, Resignation of Premier Manning from the chairmanship of the Regional War Labor Board; 2, Resignation of W. D. King, deputy minister of trade and industry, as vice-chairman of the Board; 3, Resignation of George B. Henwood, K.C., as deputy attorney-general of the provincial government, and his appointment to the full-time chairmanship of the Regional War Labor Board; 4, Promotion of H. J. Wilson, K.C., assistant deputy attorney-general, to the post of deputy attorney-general.

The order-in-council recently passed by the Dominion government freezing teachers to their jobs seems, in its present form, to give the teachers all the disadvantages of restrictions without any of the advantages, declared John W. Barnett, secretary of the Alberta Teachers' Association, today.

"No more pencils, no more books, no more teachers' dirty looks, will be the cry in the streets tomorrow as 17,000 Edmonton children stream out of schools for the last time until October 11. The annual summer vacation is here, and this year it will be more than a month longer than usual.

A scratch single in the ninth by J. Taylor, robbed John Unwin of a no-hit game at Renfrew Park last night, but the pitching performance nevertheless enabled the Dodgers to defeat Arrows 4-1 in the Senior Ball League fixture postponed from last week. The Dodger heaver from Eastport, N.Y., held the opposition helpless until the start of the final frame.

June 30

City commissioners have invited application from members of the city police force for the post of chief constable, Mayor Fry announced today. The mayor also announced that Inspector J. J. Shaw's term of service had been extended pending the appointment of a police chief to succeed the late Chief Constable Matthew Blackwood. The applications are returnable July 6. Sale of the Bank Canadienne Nationale building on Jasper avenue to Edmonton interests was effected yesterday afternoon. The purchase price of the property was reported at approximately $75,000. The premises are now occupied by the National War Finance Committee.

J. A. King, chairman of the Alberta Liquor Control Board, had some good news for beer drinkers today. He announced that the beer quota in Alberta will be increased from one dozen to two dozen pint bottles per permit holder for the month of July. There is no change in the liquor quota of 26 ounces per month or of the wine quota of one bottle.

Brig. W. W. Foster, D.S.O., recently appointed special defence commissioner and in charge of liaison for the Canadian Army for northern war construction, with headquarters in Edmonton, has been promoted to the rank of Major-General, it was announced today. Under direction of the Alberta Department of Education, the Alberta Council on Adult Education was formed Tuesday at a meeting in the Legislative buildings. Objectives of the council are promotion of understanding and insight of groups and individuals in respect of problems of post-war reconstruction to encourage an attitude of open-minded inquiry in the study of these problems.

Arrows cut the lead of the U.S. Army team to half a game in the City Senior Baseball League, by taking the "Yanks" 3-2 last night behind the six-hit pitching of Morris Hawkey. Freddy Lupul smashed a double to the right field fence with two down in the eighth to drive home the winning run. Lupul's smash just missed going over the boards for a homer by about two feet.

July 1

Today is Dominion Day, Canada's 76th birthday, and a holiday for many people, but others in important war jobs stuck to their tasks. The weather was perfect and the holiday was without accident and injury. It was attended by emblems of Canada and the United States flying from business houses and homes alike. It was a day which everyone who had the opportunity, took advantage of, and went out to enjoy themselves.

University of Alberta campus hummed with activity today as several hundred men and women arrived for the opening of classes attending the six-weeks' summer school.

This summer has developed into a real dandelion season and one of the most popular pastimes among the young fry of Edmonton is that of seeking super-duper dandelions. Many youngsters have taken their finds to the editorial rooms of The Bulletin. They measure in length all the way from 38 inches to 42 inches.

July 2

Two new members, Dr. Robert Newton, president of the University of Alberta, and Harold E. Tanner, president Edmonton branch of the Canadian Legion, have been appointed to the Alberta Post-War Reconstruction Committee, Premier Ernest Manning announced today. City tax collections, land sales and rentals of city properties showed substantial increases for the six months ended June 31, 1943, compared with the corresponding period of last year, returns filed today with city commissioners revealed.

Wayne Adams turned in a 7-4 win over the Dodgers in Wednesday night's Senior Baseball game, increasing the lead of the Yanks to a full game over Arrows. Thursday night Hornets trampled on the lowly Dodgers for a 6-3 victory, the second loss for them in two days.

No. 3 "M" Depot, R.C.A.F., piled up a total of 30 points Thursday afternoon at the South Side Athletic Grounds to take the Inter-Allied track and field meet at the 51st annual Dominion Day celebrations sponsored by the South Side Businessmen's Association. In second spot was No. 2 A.O.S. with 22 points. The R.A.F. station at Penhold came through with 19 points to place third.

July 3

Today the second edition of The Edmonton Bulletin Alaska Highway and Air Progress number was issued, and the magnificent 92-page paper received just as hearty and widespread a welcome as did the first edition on June 5. I wish you could see it.

At Renfrew Park tomorrow the Great Falls, Mont., U.S. Army baseball team will play the U.S. Army team here in the after-piece of a double-header. It should be a classic game.

That's all for now. Best of everything until next week.

Edmonton Bulletin

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The Empire of the North

We who have lived for years on its doorstep have been wont to look to the North Country as a remote mystery cut off by nature from the usages and necessities of civilization.

There is such a thing as staring at an object at such short range that the vision is distorted. A diamond held too closely to the eye loses its glitter because perspective is required to make apparent the play of light between one facet and another.

It is perhaps this ironic fact that has caused the worth and value of the North to be realized by strangers before it became plain to ourselves. For certainly the eyes of the world are fixed today on this strange outland which, through the exigencies of war and the changing transportation picture, has almost overnight become the focus of men's hopes and dreams.

The need for looking northward in the defence of North America and the development of airplane routes over the top of the world have pitchforked this area into our very laps almost before we were thoroughly aware of its existence.

This area is one of the richest on the face of the earth. Its climate is no more difficult than that of many places that are now comfortably settled and completely civilized.

Its accessibility is enlarging every day with the building of new roads and highways.

It is no guess to say that the opening of this vast territory, fed primarily by the Alaska Highway, is just as important to this age as was the opening of the prairie farmlands to the people of forty years ago.

There is no need to elaborate on the part that Edmonton will play in this development. This is the doorway to the new Empire of the North.

It is fitting, then, that Edmonton and Edmonton institutions should mark the progress of the constructional work that is bringing this great rich area within the reach of all of us and congratulate the builders, American and Canadian, military and civilian.

To this end this special edition of The Edmonton Bulletin is designed.

An empire is being born. We salute it.

(This editorial is reprinted from the edition of June 5, by special request.)

—V—

Back to Bataan?

The dual drives which General MacArthur has started in the Solomons and New Guinea do not look like nibbling operations. They are obviously aimed at the two strongest enemy bases in the "arc" north of Australia, Rabaul and Munda. The two attacks are involving the use of large air, sea and land forces. They are certain to bring Japanese reinforcements from the supporting bases to the north, and thus require that still larger Allied forces be sent into the fray.

The outlook is for heavy fighting. This would not have been invited unless General MacArthur felt that he had ships, planes and men enough to meet whatever concentrations the enemy is likely to send to resist the attacks and hold the bases. As these foot-holds are highly important out-posts in the string of fortifications which the Japanese have built up as a shield for their holdings in the whole archipelago, they will no doubt be defended furiously.

The air battle over Rendova, in which 65 enemy planes were shot down, may well be the precursor of sea battles of major proportions, and of land fighting out of all comparison to the size of the islands in dispute. It may be that Tokyo will choose to send its battle fleet into those waters, preferring to stage the inevitable showdown far from home.

The forces already employed, and the indefinitely large possibilities opened up, carry the very plain inference that the Allies have built up striking power in the South Pacific which they are ready to match against whatever strength the enemy can and dare send into that area. They are in fact offering to take on the whole might of the Japanese sea and air power.

This would not be done lightly or without full preparations and ample reserves. It can hardly be that the two attacks launched against objectives 500 miles apart are anything other than the opening rounds of a general offensive—an offensive scheduled to fit in with operations in China and from the Aleutians.

—V—

He Says He Didn't Say It

Mr. Liquori Lacombe, member for Laval-Two Mountains, who comprises within himself the leadership, membership, views and aims of the "Canada party" in the House of Commons, has added to his distinction that of having said "nobody knows exactly what" and of having had to withdraw the statement unreservedly.

The official translators, who perhaps understand French and English as well as Mr. Lacombe, put him on record as having said, "We have here in the cabinet three new millionaires who have made their money since the war's outbreak". Challenged to repeat this in the shape of a proper charge, he explained that he had been wrongly interpreted, but wasn't able to explain what he did say that didn't mean about the same thing or something just as bad.

Faced with the choice of having his statement referred to a parliamentary committee for investigation, the member for Laval-Two Mountains elected to withdraw it completely. This in effect expunges it from the record and leaves Mr. Lacombe in the position of having tried to start a scandal that back-fired.

The Prime Minister did the right thing in forcing this show-down. That was his plain duty as head of the cabinet and as protector of the rights of the members of the House. It is to be hoped that the withdrawal will gain as wide publicity as the offending statement, though it does not always happen that an apology reaches all those who heard or read the accusation it nullifies.

—V—

Admiral Robert, Vichy governor of Martinique, wants to know what Washington would give him to change sides. Impelled, it is said, by a desire to prevent bloodshed, or stop it. The island is dependent on imported supplies of some kinds of essential foods, which go there mainly from the United States—or did until the Governor refused to align Martinique with the other French colonies against the Axis. Since Germany, Italy and Japan were not in position to send along the "eats", he is apparently facing a hunger rebellion. The terms he is asking for are not likely to include the Admiral's continuance in office.

—V—

Mr. Thomas Reid, member for New Westminster, went to the root of the "Japanese question" when he told parliament that not one Canadian-born Japanese has renounced dual citizenship; the reason being that they are afraid of vengeance at the hands of Jap "nationals" living in Canada. If that is the case, the way to start solving the "problem" is to intern those who were born in Japan and make clear that when the war ends these will be sent home. That would leave Canadian-born Japanese free to proclaim undivided loyalty to Canada, and would put on the "spot" any of them who still refused to do so.

Looking Backward

From The Bulletin Files

1893: 50 Years Ago

The following is the trade resolution passed at the recent Liberal convention held in Ottawa: "That a fair and liberal reciprocity treaty would develop the great natural resources of Canada; would enormously increase trade and commerce between the two countries; would tend to encourage friendly relations between the two peoples; would remove many causes which have in the past provoked irritation and trouble between the governments of both countries, and would promote those kindly relations between the Empire and the Republic which afford the best guarantee for peace and prosperity. That the Liberal Party is prepared to enter into negotiations with a view to obtaining such a treaty including a well considered list of manufactured articles."

Capt. Scott and Lieut. Kody of the Salvation Army will arrive from Calgary on tonight's train, and will hold their first meeting Thursday evening in the building that was formerly the Methodist church.

J. S. Dennis, chief inspector of surveys, returned on Thursday's train from a visit to Prince Albert, where he inspected the survey work going on. This work is chiefly in the Shell river country, north of the North Saskatchewan and northwest of Prince Albert.

S. D. Mulkins, trader at Fort Resolution, is on the way from the Landing.

L. E. Dimsdale, teacher at Victoria, is in town.

R. Secord, trader, arrived today from Ft. Chipewyan.

1903: 40 Years Ago

The C.P.R. will spend $100,000 in the improvement of the C. and E.

Leo Ferguson, of the H.B. post at Grande Prairie, arrived in town Monday.

Rev. Archdeacon Holmes, wife and family, arrived from Peace River on Monday.

F. J. Bedson, of the H.B. post at Dunvegan, arrived on Monday.

Fresh Turkish atrocities are reported from the Balkans.

During the last year immigration to the Canadian west reached 110,000.

C. M. Schwab has retired from the presidency of the U.S. Steel Corporation.

Judge Richards of Winnipeg will investigate the western lumber combine.

1913: 30 Years Ago

The city council last night indefinitely shelved the Beaver Hills water scheme.

Fire underwriters have confronted the city council with a proposal to install a high pressure water scheme.

W. F. Stevens, provincial live stock commissioner, announced that measures have been taken to restore peace between the ranchers in southern Alberta and the homesteaders who have been spreading into the cattle country and putting in crops.

Forty thousand people attended the first day of the Calgary fair.

New York: Henry Mears, a theatrical man, sailed from here in an attempt to break the round-the-world record of 39 days, 19 hours, 43 minutes.

1923: 20 Years Ago

Calgary: Premier Greenfield admits there is little prospect of a voluntary wheat pool being formed in Alberta this year.

Sydney: Striking miners having prevented bunker coal being dumped at the pump house, the largest coal mine in Canada will be flooded.

Winnipeg: Military from Camp Hughes are being sent to Cape Breton to preserve order in the strike zone.

1933: 10 Years Ago

Ottawa: The Canada-South Africa trade agreement came into force Friday.

Toronto: Three deaths are reported as the result of a heat wave now sweeping over central Canada.

Winnipeg: Crops in Saskatchewan and Manitoba have been hard hit by extreme heat. Conditions in Alberta are better.

Between 250 and 300 members of the Northern Alberta Pioneers' and Old Timers' Association picknicked at Cooking Lake on Thursday.

Today's Text

Thou hast loved righteousness, and hated iniquity; therefore God, even thy God, hath anointed thee with the oil of gladness above thy fellows.—Hebrews 1:9.

• • •

A just fortune awaits the deserving.—Statius.

Canada's 76th Birthday Opens New Economic Vistas

Conception of Country Is Entirely Changed Since Confederation

By HAROLD L. WEIR

Harold L. Weir

Seventy-six years ago, this Kingdom of Canada was founded on the basic conception of an East-West economy and a communication system of 30 miles per hour.

Today we are having to adjust that conception to the exigencies of a new North-South economy, and a communication system of 300 miles per hour.

It was to be expected, I suppose, that our channels of trade would have shifted around to the North-South direction in any event. Economic communication always develops most freely between those who produce in different latitudes. For climate determines production. And the natural course of trade is between those who are able to produce entirely different articles and materials.

The natural trade currents, then, run North and South. But such has been the dependence of the relatively impoverished West upon the relatively wealthy East that these trade currents had not yet attained their normal directions in Canada. The machinery of finance held us bound to the artificial East-West economic flow.

This unnatural situation, as I say, would doubtless have corrected itself in the course of time.

As it happens, it is being corrected suddenly and almost unexpectedly by the development of the North. The eyes of Alberta, for instance, so long focussed, hopefully or hopelessly, on the money markets of the East, have been turned by the sheer force of fascination and pioneering drama to that prodigious new empire which the explosions of war have caused to be developed practically overnight.

Alaska Highway

This cannot be taken to mean, of course, that Canada's entire economy will suddenly shift into North-South channels to the abandonment of all East-West relationships. The East-West political and social bond will remain.

But the North-South economy is a powerful new factor in the national situation which, in time, may dominate the situation.

It is impossible, for instance, to let the eye of the imagination travel out the Alaska Highway without picturing an economic relationship that will make the East-West economic relationships look small.

It is the keystone of domestic interest today.

What does the North hold for us? What does that new travel rate of 300 miles an hour mean to us?

Edmonton, for instance, is now 12 hours from Russia, 48 hours from Moscow.

If Russia becomes that part of the world's economic system that she promises to become, after the war, how is this suddenly narrowed proximity going to affect our national life?

For a North-South trading channel is no longer limited, in length, by mountains or seas or continents. Edmonton's North-South trading channel, for example, extends far beyond the North Pole and into the vastnesses on the other side.

What is this going to mean?

Narrowed World

It means, in the first place, that we are to live in a narrowed world, a world so constricted that no part of it will be isolated from the other parts. It means that every section of the world that is connected up with the others by these vital polar air routes will inevitably be pressed into fullest production.

Distribution has always been the weakest link in the commercial chain. The constriction of relative distances will strengthen that link. It will tend to take the last restraint off production.

In a general way and subject, of course, to outside influences of a political nature, Canadian production should increase beyond our dreams.

It means a step away from the doctrine of scarcity and a step forward towards the doctrine of plenitude.

And this means, in turn, an increased population, an increased national income, a heightened standard of living.

These are the implications of the narrowed world which is being brought about by faster air transportation and the new North-South trade channels.

Deeper Debt

We owe, then, a deeper debt to those who have opened up the North than we may, at first, suppose.

This, of course is the purpose of this special edition of The Edmonton Bulletin, to play tribute to all those agencies which have developed the Alaska Highway and contributed to air progress.

But, in justice, one must go behind these present times.

While the masses of present and past generations did not realize it, the conception of a North-South economy burned brilliantly in many of our pioneer minds.

Vilhjalmur Stefansson, the noted Canadian explorer saw this picture long since.

As long as 50 years ago, the late Hon. Frank Oliver, founder of The Edmonton Bulletin, had this vision of an awakened North. His dreams have been converted into tangible and existing air lines.

Just the other day, the Russian ambassador passed through Edmonton on his way to Moscow—his shortest way home.

And a few months ago, Wendell Willkie, concluding his 31,000-mile flight around the world, rested in this city after being the first non-Russian to touch at those tremendous airfields which the Soviets have established to service the new North-South channels of world trade and communication.

The world has changed. Canada celebrates her 76th birthday, not as an anniversary of what has gone before, but in certain anticipation of astonishing things that lie ahead.

SIDE GLANCES

"Now I know he loves me, Mother—I've investigated! None of those girls who threw themselves at him when he worked at the soda fountain ever hears from him since he went to Africa!"

Calls United States an Immature Nation

Complacency and Division Of Interests Injuring War Effort

By DOROTHY THOMPSON

As I see it, as an American, the overall picture of the United States presented in the past weeks is not one with which to point with pride.

Dorothy Thompson

In Detroit there are race riots; the coal situation remains a future threat; the assistant secretary of the navy confirms that war production has fallen off during the past weeks; the food situation is chaotic, and various agencies are engaged in blaming each other; and in Washington, congressional opposition to the President continues more interested in embarrassing the administration than in winning the war.

The spectacle is that of a nation that has not yet reached maturity. This lack of maturity reveals itself in the fear of good news. Mr. Patterson feels that the people are complacent and overconfident, due to news of the Tunisian victory, and the success of European bombing.

It is a great and necessary thing, in war, to be confident, and there are many reasons for our confidence. But confidence should, in a mature nation, breed increased effort, not relaxation. For it must be clear to all, that still ahead of us lie our greatest tests; that the question which confronts us is not merely whether we shall win the war, but what price we shall pay for winning it. The price will be paid in the blood of our own youth. And it is beyond comprehension that any group prefer to quarrel rather than to spare those closest to their hearts.

Luxuries

We are known throughout the world as the people who enjoy more luxuries than any other, in normal and abnormal times. The one luxury, however, completely incompatible with these times, is the one we refuse to give up—the luxury of each individual and group to have his own way. We have confounded this sort of individualism with freedom. But it has nothing to do with freedom, which is a social heritage, flourishing only in the fellowship of those who freely accept common standards of behavior, and freely subordinate their individual wills to the cause of the free community.

A person can be free only in a community which he trusts, and in which he is trusted. Trustworthiness is the measure of freedom. It involves the trust of the community in its workers; that they will do an honest day's work for an honest day's pay; in its managers and executives, that they will hold their industries in trust for the community, and keep this concept continually in the foreground; in its political leaders, that they will remember that parties are merely convenient instruments commanding secondary, not primary, loyalties; and in its intellectual spokesmen and critics, that they preserve the most scrupulous honesty and that disinterestedness which is the purest characteristic of authentic intellect.

Free Society

Of all forms of society, the free society is the most, not the least, demanding on the individual. And of all forms of society the free society is at once the most creative and the most vulnerable. In the whole of recorded history, it has had the shortest tenure. The history of man, in terms of despotisms, is much longer than his history in terms of freedom.

It is difficult for Americans to comprehend this, because we have only a history of freedom, from our birth as a nation to the present moment. But that history is but a momentary flash, encompassing hardly more than two centuries. It is not written in the stars, but only in ourselves, whether we shall preserve and extend it. And we will not preserve and extend it unless we improve our social habits.

This issue goes even beyond victory. Victory will not guarantee us a free society. Only virtue will guarantee it to us. And virtue is a social, not only a personal characteristic.

It is also positive, not negative. Virtue is not expressed in mere conformity with legality, or in avoidance of corruption and crime. It is the quality that lifts men above themselves, and leads them out and beyond themselves, to preserve and create values which will survive their own lives and own lifetimes.

Test

A Great War is the consummate test of the virtue of a society. As long as we consider the war merely as technical organization and planning, we are not outside risk. The war can be lost in Detroit, Chicago and Washington, as well as in Europe.

Maturity consists of the capacity to face reality, and judge the relative value and importance of things.

The question, for instance, of whether the W.L.B. has exclusive authority in the coal dispute is relatively unimportant compared to the production of coal. The speech that Elmer Davis made in Boston criticizing the press is relatively unimportant beside the fact that we need organized government information. The question of whether one likes or dislikes black skins is unimportant beside the fact that black and white are in the same storm-tossed boat together. And no nation can conduct and really win a war, without peace at home.

The only internal competition tolerable in war is competition in virtue. In that competition, every person finds peace—even in the midst of war.

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Washington Merry-Go-Round

Propaganda Is Required to Combat Poison Broadcast From Europe

By DREW PEARSON

WASHINGTON—Congressmen who are so free and easy about cutting off funds for domestic propaganda for the Office of War Information should eavesdrop some evening on many Italian-American families when the short wave radio from Rome is turned on.

Drew Pearson

It is no crime in this country, as in Europe, to listen to the short wave radio, and millions of families of European descent do it. Furthermore the Axis, having no congress to worry about, has its short wave propagandists on the job every day. Mussolini's minister of propaganda, for instance, puts on Flavius Guidi, former Italian newsman in New York, from Rome for Atlantic seaboard Italian-Americans, while California Italians tune in on Antonio Mannu from Tokyo.

One of Guidi's broadcasts, heard by an Italian-American family in Schenectady, went something like this:

"Today there came over the playgrounds of our children a great bird. It was a bird which once stood for bravery and courage. It was the American eagle. Playing below it in the public square were some little children. They were on a merry-go-round. You have all seen a merry-go-round and you know it is no military objective.

"Then suddenly the great American eagle came over the playground and dropped its bombs. After that there was no merry-go-round and no little children. Only pieces of clothing and chunks of red meat. That is what the once brave American eagle is doing to our children. That is what you are doing every time you buy bonds to help pay for these eagles of death."

Axis Poison

This is only one sample of the poison being poured in on Italian-American families day in and day out. The Schenectady family listening to this broadcast had bought more than its quota of bonds. The father worked in a war plant. They were above average in their patriotism. Yet when they heard this broadcast they wept.

The poison regarding American planes bombing children could be easily refuted, because American pilots have a miraculous record for hitting military objectives in precision bombing. But a hog-wild congress, bent on cutting off all radio propaganda on the domestic front, wants to let Axis poison from Rome go unchallenged.

Note: Smart Dr. Frank Gigliotti, patriotic Italian-American from California, promptly looked up Mussolini's edicts banning the use of gasoline or oil for all entertainment, including merry-go-rounds, pointed out that the incident broadcast by Guidi could not have happened because no merry-go-rounds are operating. This type of counter-propaganda is what OWI wants to broadcast to Italian-Americans—if not barred by Congress.

OCD Survey

Office of Civilian Defence has made a house-to-house survey of U.S. cities, gathering information on individual families and their readiness to meet an emergency. Block leaders in some of the poorer sections have done an abbreviated, unique job of reporting. Samples:

"Man hit by automobile—speaks broken English."

"This woman is ill. The gas has been turned off."

"Sophie is married to a sailor, and her whereabouts are unknown."

"Woman and house neat but bare."

"Couple breaking up home; friends helping."

"Milk needed for the baby, and father unable to supply it."

"Woman is willing to struggle if given an opportunity."

"Applicant and wife are illegally separated."

"These people are extremely cultured. Something should be done about their condition."

"Until a year ago, this applicant delivered ice, and was a man of affairs."

Prophet

Students of air power have dug up an old statement of Winston Churchill's, written in 1917, which reveals an amazing foresight in the possibilities and limitations of aerial bombing.

As everybody knows, the Nazi blitz against England, intended to terrorize the people, failed in its objective. On the other hand, the more scientific bombing of the continent by the R.A.F. and A.A.F.—strategic bombing—is now expected to bring Hitler to his knees.

Churchill seemed to foresee both of these developments when he said in a paper on Air Power, written in 1917, that nothing we know about warfare can lead us to believe that bombing for terror alone can cause such a morale collapse as to force a major nation to sue for peace.

Churchill emphasized that air power must single out and attack transportation, factories, and other enemy installations, upon which the enemy war-making ability depends.

England's survival of the blitz gives dramatic support to the first part of that statement, and Allied air power is now proving the second part.

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England Feeling More Secure

War Is Taken in Stride Of British People; No Anxiety

By RAYMOND CLAPPER

LONDON—Life on this advanced airplane base, which is what England is, has about it now a sense of security that was missing two years ago. This changed spirit is based on expectation of victory, which was not so prevalent in the summer of 1941.

Raymond Clapper

Two years ago England had just come out of one blitz, and was expecting a worse one with the longer nights of autumn. Many expected that gas would be used. When I was here in 1941 one high official diagrammed to me exactly how he thought the Germans would attempt their invasion. If they followed the best military tactics which he could devise, he was quite certain they would hold a temporary bridge head and that England would fight a desperate land battle for her survival.

Now no such conversation is ever heard. Invasion is a word that now applies solely to the continent—not to England. Arguments now usually centre on whether Germany can be knocked out by air. Regardless of tablecloth strategists and of persuasive enthusiasm of both British and American airmen, both governments are preparing ground assaults to follow up air softening.

☆ ☆ ☆

News of the commotion which bombing is causing in Germany is printed here in black type. Strange things are being said over the German radio to the German people, and it is difficult to interpret them as anything except alarm over the increasing devastation of bombing. Yet we must remember that Germany is a huge country. The Ruhr is the most important industrial section, but there are others. Also there has been industrial dispersal, so that bombers will have to reach deeper into Germany, which will be done during the longer nights.

Hardheaded Britishers probably don't expect Germany to crack psychologically until defeat is clearly certain to them. Nevertheless, if Italy can be knocked out that is bound to have a discouraging effect in Germany. Furthermore, shuttle bombing may become more intense. Bombers will be able more easily to reach Vienna and industrial areas in other parts of Germany now most distant from Britain.

The Britisher is taking all of this with the feeling that England is rapidly coming out on top. People are making money—and paying it out in taxes. You hear stories of families all in war factories making a total income equivalent to $150 or more a week—which is unheard of among English workingmen.

☆ ☆ ☆

Hotels are packed. You have to make dinner reservations early in the morning. Theatres are sold out weeks ahead. Night clubs are packed everywhere. American officers and soldiers on leave, with pockets crammed with pounds, add to the crowds; but the luxury hotels are crowded with Britishers and rich refugees. The shortages in Britain are in food, clothing, gasoline and other articles, not money. The service is poor, food worse, but prices are high. An inferior meal costs a pound at a regular hotel, where the gouge comes through service charges.

The difference I note between Britain and America is that war, with all its inconveniences, is taken much more in stride here than in America. Of course they have been at it longer here—they went through the blitz, through fear of imminent invasion, so that deliverance from the extreme danger of two years ago is bound to make everything else seem minor by comparison.

Another difference, that many account for the contrasting behavior, is that here people are set to continue Prime Minister Churchill in office indefinitely whereas in America the political opposition is using every means under one administration to prepare for next year's elections. War irritations make handy campaign fodder for politicians to feed to voters.

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Home Guard

THE MARQUESS OF DONEGALL IN THE LONDON DAILY DESPATCH

You may remember some of the stories of the Home Guard. There was one Brigadier Whitehead told me against himself. He was inspecting the guard at the Admiralty Arch.

"What's your job in civilian life?" he asked the first man.

"I haven't one at the moment, sir."

"That's bad luck. Out of work, eh? What were you doing before, my man?"

"I have just returned from being H.M. Ambassador in the Argentine, sir."

Then there was the very new second lieutenant who pulled up a tired Home Guard for failing to salute.

"Don't you know you should salute an officer? What's your name?"

"General Sir Hubert Gough, sir!"

So it went on. Not all who rallied to defeat the invader were very good at written examinations. One veteran was asked what he would do if three Germans were lurking in a shell-hole.

"I would throw a grenade at the creator!" he wrote.

Full Name

SAULT STE. MARIE STAR

There will be general support among the citizens for the action of the city council in asking the Navy Department to change the name of the escort vessel which was to have been named "The Soo" in honor of this community to "The Sault Ste. Marie."

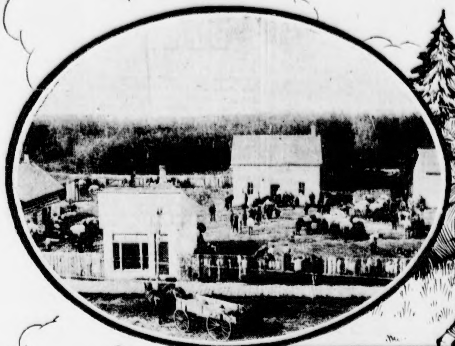
No one likes to be called by his nickname on a formal occasion.

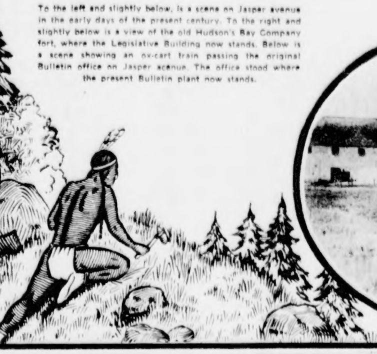
But there is an even better reason than that. The name "Sault Ste. Marie" is an historic one. It is, for instance, probably the oldest place name on the map of the province of Ontario, dating from 1674 in its present form, and indeed it is one of the oldest in North America.

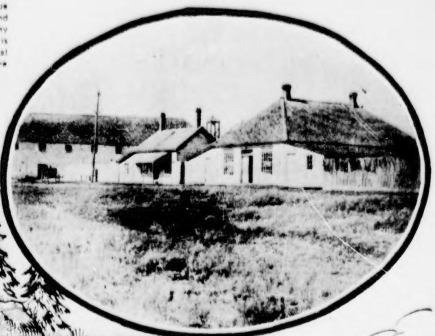
It is to be found in any self-respecting atlas of the world, whereas "The Soo" would not be found in such a production.

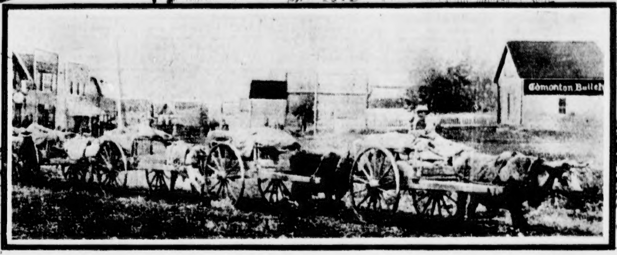
A Peep Behind the Curtain of Time...

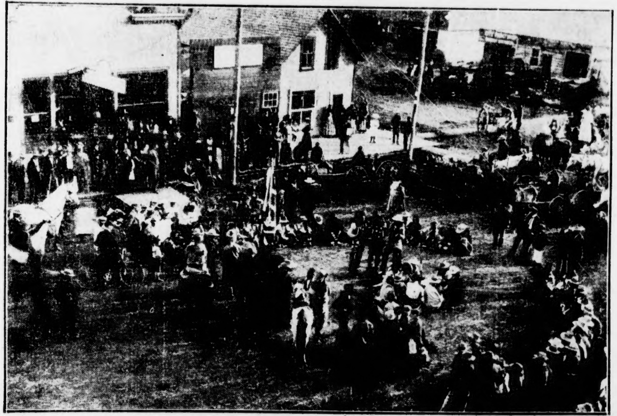
To the left and slightly below, is a scene on Jasper avenue in the early days of the present century. To the right and slightly below is a view of the old Hudson's Bay Company fort, where the Legislative Building now stands. Below is a scene showing an ox-cart train passing the original Bulletin office on Jasper avenue. The office stood where the present Bulletin plant now stands.







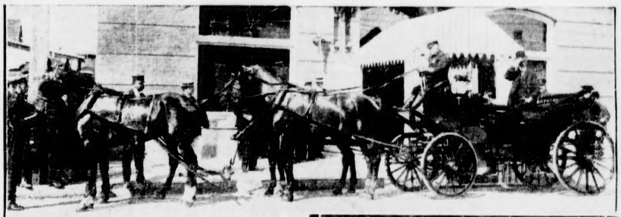




Aboxe are shown bands of the Cree Indians from Stony Plain and Wetaskiwin reserves, who treked into the then Strathcona for their dances. This picture, taken in 1897 shows one of the typical gatherings of the time. Red River carts and democrats are seen in the picture.

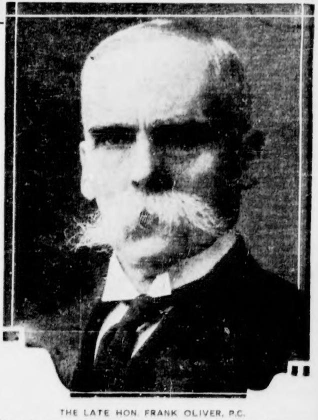
☆ ☆ ☆ ☆ ☆ ☆

You don't see such sights as this nowadays. It was only in the good old days that you saw wagons piled high with kegs of beer and cases of aerated water. The wagon to the right was one of the Strathcona Brewery, now the North West Brewery. The teamster is Sophus C. Frederickson. Seated beside him was "Nigger" a water spaniel who guarded the load when his master was absent.



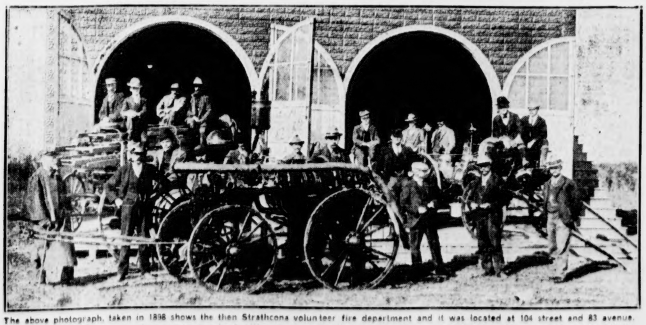
Sir Wilfrid Laurier is shown above making his last visit to this city, in 1909. He is shown stepping into his carriage in front of the King Edward hotel at 101 street and 102 avenue. The carriage and high-stepping horses were owned by J. E. Lambert, who is seen on the extreme right wearing a bowler hat. Mounted Police officers acted as driver and footman of the entourage.

Advertisement

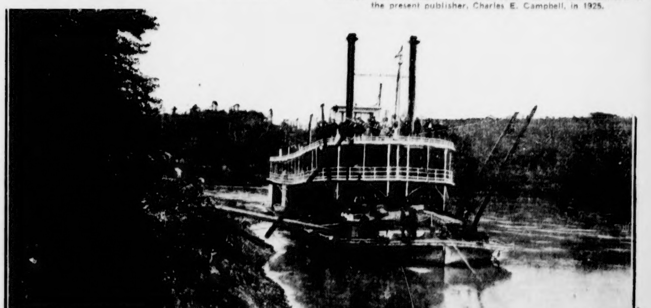


THE LATE HON. FRANK OLIVER, P.C.

Above is shown Hon. Frank Oliver, founder and first publisher of The Edmonton Bulletin. For many years he sat as member for Edmonton in the North West Council and the House of Commons. He was minister of the interior in the cabinet of Sir Wilfrid Laurier. After serving in the House of Commons he was appointed to the Board of Railway Commissioners. Mr. Oliver sold The Edmonton Bulletin to the present publisher, Charles E. Campbell, in 1925.



The above photograph, taken in 1898 shows the then Strathcona volunteer fire department and it was located at 104 street and 83 avenue. Among those in the picture, whose names may be familiar to you, are Ollie Peterson, prominent early South Side character, Wallace Sullivan, Jack Fraser, W. H. Sheppard, John Jackson, Bob Turbull, William Jackson, J. H. McDonald, Arthur McLean, William Graham, Ira Worth, Jack Dodds and Malcolm McIntyre. The equipment available then may not have been as efficient as that of today, but the boys discharged their duties with every bit as much enthusiasm as the fire-fighters of today.



You don't see steamships on the Saskatchewan River these days. But the above view shows the Hudson's Bay Company steamer North West which 'way back in the last century navigated the treacherous waters of the Saskatchewan. The steamer completed its maiden voyage in 1874 arriving at Fort Saskatchewan with a cargo of lumber for the police barracks. The steamer operated between Grand Rapids, Man., at the head of Lake Winnipeg and Edmonton. Just before the turn of the century the boat broke its mooring in a heavy flood and was washed downstream, piling up against the piers which had been constructed during the winter where the low level bridge now stands. A sister ship, the Marquis, was wrecked on a sand-bar near Prince Albert.

Authorities Urge Race for Air Routes Begin Now

Britain, United States, Appreciate Importance Of Controlling Skyways

The question of post-war supremacy of the world's sky routes is arousing interest the world over. All authorities agree that the skyways will prove an important factor in maintaining or increasing international trade. Air power will be more important than ever. Canáda has come out and stated that a leading role will be kept in the drama for Dominion planes. Great Britain and the United States are devoting more and more attention to their post-war plans.

Once peace comes, the immense development of aviation, now applied with vicious fighter-planes, and monstrous bomber-planes to works of destruction, will be turned to a transformation of the whole service of international trade and travel.

The situation surrounding the post-war aviation picture is admirably presented here by two experts, Colin Bednall, aviation expert of the London Daily Mail, and Lawrence Perry, a United States authority.

By COLIN BEDNALL

We believe that the time has come to draw the attention of the nation to a question that up to now has been submerged under the weight of more immediate perils of war.

It is a question concerning the most momentous development of the age. It is a question with which may be bound up the whole future of the British Commonwealth of Nations, their trade, their prosperity and their right to survive.

It is the question of the post-war freedom of the skies.

The facts should now be set down. And the facts should be faced.

The immense development of aviation now applied so dreadfully with vicious fighter-planes and monstrous bomber-planes to works of destruction, will, once the peace comes, be turned to a transformation of the whole service of international travel and trade.

Mails posted in London on a Friday will be awaiting delivery in Sydney, Australia, on the following Monday morning. A thousand tons of cargo bought in America in a morning will be shipped across the Atlantic during the night.

PRACTICAL POSSIBILITIES

These are not romantic dreams, but practical possibilities for air transport services in existence at this very moment, air transport services that will precipitate economic revolution, air transport services in which Britain has no part at the moment beyond that of a customer begging for favors.

The whole British Empire, sponsor of the greatest legion of fighting air forces in all the world, now possesses but one international merchant airline. This is the semi-governmental British Overseas Airways Corporation.

Its total operative fleet, charged with showing the merchant air ensign to the world, numbers something like one-tenth of the bomber force sent to raid Cologne on one night this year. Its tiny fleet is a motley makeshift of a score of differnt types, shapes and sizes of airplanes, mostly cast-offs.

CONVERTED BOMBERS

There is not a single British-built aircraft, apart from a few converted bombers, in its service today that was built since the war began. So miserly have been even the replacements allowed to it in the last three years that it would be incapable today even of reopening the infant empire air mail service that existed in 1939.

At the moment nothing seems more certain than that this country, the heart of a great empire, and geographically the hub of world communications, will be left standing in the race for vital air routes that will begin with the first sight of victory.

The government should set up immediately a merchant air service advisory council. Its most urgent task should be to produce plans for the basic types of airliner to give Britain a place in the coming race for air trade.

FOUR PLANE TYPES

The council would have to consider, as a start, four types of airplane:

First—Probably a stratosphere high-performance passenger liner capable of maintaining an express service across the main points of the empire.

Second—A long-range, monster air cargo ship in line with the projects of Kaiser and other American planners.

Third — A large, multi-engine land plane, with the highest possible pay load and therefore shorter range, for serving routes such as will be spread across the continent with comparatively frequent stops.

Fourth—A smaller, general purpose aircraft to operate within the British Isles and on feeder service linking up with the main air routes throughout the British Empire.

The Merchant Air Service Advisory Council would have to forget our pre-war ideas on civil aviation, ideas that resulted in Britain's falling far behind competitors and finally in the Dominion's buying foreign aircraft to operate their own air lines.

By LAWRENCE PERRY

The statement of Colonel Alec Cunningham-Reid in the House of Commons, that among other advantages the United States expects to derive out of the war is international domination of the air, together with apprehensions variously expressed in Parliament and elsewhere in England concerning post-war commercial air power, has aroused deep interest among Americans actively concerned in overseas transport of cargoes and passengers in air carriers.

EXPRESS SYMPATHY

Primarily they express sympathy or at any rate understanding of England's concern about this vitally important matter not only because they recognize foreign trade as the very life of the British Isles but because also, in the wane of British sea power as a result of war and ever-increasing emphasis upon air transport, they see England's necessity of meeting an emergency.

Many reasons exist why Americans, who are not theorists but are solidly entrenched in knowledge derived from practical experience with long-distance air carriers, have not expressed themselves. Nor, for similar reasons, do they now feel free to identify themselves with views concerning the present aspect of international air transport. On the other hand, they were willing anonymously to set forth the picture, as they see it, of conditions here and in England.

All join in holding air power the most important post-war problem in its various commercial, political and military aspects. In this England is and will continue cumulatively to be vitally concerned. England and Scotland are tight little islands, absolutely dependent upon overseas trade. With a population of 46,000,000, they lack the natural resources to support 4,000,000. So they are more air-conscious than we are.

But airmen here emphasize that our own greatest industry has been foreign trade. While admittedly it is not as vital to us as to the British Isles, part of our national prosperity depends upon foreign marketing of our products.

British sea power is unable to maintain protection so, if the empire is to be held together, air power must replace it. Otherwise, according to those engaged in international air service here, the empire will find itself in grave danger of collapse.

AFTER THE WAR

As between England and the United States the present problem relates to which shall be the dominating air power after the war. The United States possesses in one of our great airways systems the most powerful medium of international air transport in the world. It is so powerful as to be resented overseas as a monopoly. Airways operators here say we can develop our present strength or it can be sapped by public indifference, by government action, by many adverse factors.

One British shipping talking point in argument leading to taking over the air would be the ability of widespread agencies to get their hands on any cargoes awaiting movement. Independent air lines, lacking these resources, could not compete. Thus, it is pointed out, it would be merely a question of time until British shipping interests would control the air.

NEED FOR UNITY

It is believed here that, aside from advantage possessed through its far-flung agents, any effort to split up great American airways companies, as for instance, the Pan-American, through whatever reason or pretext, would see our air interests suffering as they did in Britain when there were several companies instead of the big controlling one into which they were merged.

As the overseas trade situation now stands and will stand after the war, we have more ships than fly the British merchant ensign, a fact for which compensation can be found by the British if they control the air, especially so as our isolationist tendencies may do away with our ships as happened in 1919.

Convoys Leave Edmonton For Northwest War Front

Importance of Edmonton as a base for operations against Japan is growing each day. General Arnold, commander of the United States Army Air Forces, tells in this edition of how supplies for the offensives in the Aleutians have been going over the Alaska Highway.

Above is shown a long line of loaded trucks rolling north from Edmonton toward the Yukon and Alaska. At the left is Lieutenant H. B. Hoppin, of Worcester, Mass., officer in command of the convoy. The great highway will see heavier traffic as the summer advances.

Bright Future

A. L. Burrows, proprietor of Burrows Motors Ltd., is a pioneer in the automobile field in Alberta and has seen his own business grow and expand with the City of Edmonton. Mr. Burrows sees a really bright future for Edmonton.

Furthers Effort

C. D. Jacox, president of the Great Western Garment Company, who has been one of the most active of this city's business men in furthering the production of essential war commodities. In addition, he has found time to aid war services' auxiliaries.

The Yukon has been a steady producer of silver, and in 1926 yielded 1,686,106 fine ounces, mostly from Keno and Galena Hills, in the Mayo district.

V

Between 1867 and 1925 Alaska produced furs to the value of about $107,000,000, of which about 55 per cent represented sealskins taken on the Pribilof islands.

Beautiful Country

Rich Peace River Valley First Explored in 1779: Abounds in Resources

Like most of the vast country north of Edmonton to the Arctic, the Peace River valley is still little more than a legend to the average Alberta motorist. We have perhaps been willing to let it remain so, since the possibility of reaching it by road has seemed too remote, and only a few daring adventurers have had recourse to the old river travel systems of the voyageurs.

Yet the Peace River area is one of the oldest known parts of the province. It is thought that Peter Pond reached the Peace as early as 1779, and Mackenzie reports white traders there in 1786.

NOW FAMOUS

Its agricultural potentialities have long since become a byword through the successes of Herman Trelle's wheat and grain exhibits at the Chicago World's Fair. What is perhaps not known in this connection is that the earliest butter-making records in the province are from this northern area, and are those of the traders at Dunvegan, 40 miles southwest of Peace River Crossing. They date from 1840.

It is interesting also to note that a sample of wheat from the other end of the lower Valley was awarded the bronze medal at the Philadelphia Centennial Exposition in 1876, while wheat from the Shaftsbury settlement, south of the Crossing, won the first prize at the Chicago World's Fair in 1896.

VERMILION FARM

One of the most notable figures in the development of agriculture in the lower valley, is Sheridan Lawrence, whose well-ordered farm, begun in 1879, now covers some 300 acres of rich prairie just above Fort Vermilion. Every fortnight during the past season, the two river transports, loaded anywhere from 30 to 100 head of hogs and cattle, from this farm and others, between LaCrate and Fort Vermilion, and something over two carloads of farm machinery were carried down to the district in the course of the summer.

This winter the projection of a road north from Peace River Crossing, west of the river valley, across the muskeg to Hay river and the Mackenzie, has brought the lower Peace within future reach of both the tourist and the settler.

The future of farm settlement seems well assured by virtue of the rich soil, good growing season and wide prairies along the valley. The swift waters of "The Mighty Peace" which drop from an altitude of 2,000 feet in the mountain pass, to some 600 feet below Vermilion Chutes, promise sufficient electric power whenever they may be harnessed, and the valley itself and the great hinterland running 1,000 miles north of the Alberta boundary, are rich in game, fur and mineral resources.

The North Nahanni river, to which the road may eventually lead, has for many years been a favorite haunt of the select few, who, before the war, made their excursions thither in search of big game. It is also a place of strange beauty. Philip Godsell has well described it as a "Devil's playground of snow-covered peaks, and abysmal canyons." The turbulent stream rushes down over jagged piles of rock and through steep hills that are now covered with dark pine.

One hundred miles above where the South Nahanni enters the Liard river, in an area that also may be served by the new road, the Virginia Falls break with a thunderous echo 400 feet down over the rocks.

Returning south along the new route, one may pass within earshot of Alexandra Falls, which cover the whole quarter mile width of the Hay river with a waterfall over 1,000 feet in depth. They have been likened to a little Niagara. From Hay river to some 50 miles northwest of Fort Vermilion, there are great patches of muskeg, often the bane of the Yellowknife transport which pioneered this route in 1939. South of Fort Vermilion, the new road crossed the Battle River valley, and works down into the Peace River settlements at Grimshaw.

BEAUTIFUL VALLEY

The Peace River valley itself is very beautiful. Just below the Crossing, the river winds its way among heavily wooded islands and under great sandstone cliffs that rise like primitive bastions sheer out of the water. Then the valley wall slopes up more gradually 800 feet to the fertile tractor-worked farms.

Some 15 years ago, several oil wells were drilled below the Crossing. One can see what is left of them on either side of the river. They present an eerie sight in daytime, shooting their white fountains of sulphur and water high into the air, rising like phantoms above the trees, only to soon fall out of sight again. At night they can be seen like beacons far down the valley, columns of flame and lakes of fire casting a red glow on to the trees behind them.

Following the river route north, the long plateau slopes down 'til above Little Red River the main stream of the Peace is nearly a mile wide, and not 30 feet below the level bush land and prairie.

Going south from Peace River Crossing, the river passes old Fort Forks, Mackenzie's 1792 winter quarters, at the junction of the Smoky. Then the plateau rises above the valley until the river enters the mountain gorges at Hudson's Hope, about 250 miles up.

Four years ago, a first chapter in the great saga of path finding was written when the Yellowknife transport cut a winter trail through the bush west of the Peace and over the muskeg to Hay river. It was a route to carry supplies for Yellowknife. Last year army engineers projected a road over nearly the same route. It may well be that in the near future tourists will motor over the same route and tap its great resources of health and beauty.

V

At the end of World War 1, American forces had only 241 tanks in France.

Ex-Bush Pilot

W. J. "Bill" Windrum, superintendent for the Yellowknife district of C.P. Air Lines, who flew along the Arctic sky trails for many years before taking an administrative post.

Cancel Options

Fleet Aircraft, Ltd., has advised the Toronto Stock Exchange that all stock options outstanding to employees of the company, comprising 6,100 shares, were cancelled as of April 6, retroactive to Dec. 1, 1942, and confirmed at the annual meeting of the shareholders of the company.

R.C.A.F. Sentries Guard Highway

Like a pair of falcons ready to swoop on any enemy that may approach, two R.C.A.F. sentinels are on guard somewhere along the famed Alaska Highway. To the air force of Canada is entrusted the task of guarding the vital air fields along the route to Alaska, that lie in Canadian territory. At left, with rifle, is Cpl. Nick Williams. Sgt. Leo Bourassa is at the right.

Made Aviation History in Edmonton

—Photo by Alfred Blyth Studios.

A lot of Edmonton citizens got their first good look at one of those "new-fangled flying machines" when they gazed upon the City of Edmonton, historic Curtiss Jenny, shown above. The plane was a familiar sight, buzzing over the city in those fast-receding days of 1920 and 1921. Capt. W. R. "Wop" May and his brother, Court May, started up in the aviation business with the City of Edmonton and barnstormed in Northern Alberta with the ship.

IF the Indians and freighters who used to visit Fort Edmonton in the days when buffalo roamed the prairie and transport was carried on by Red River cart and pack saddle, were to see the planes, trucks and tractors which make up the traffic through Edmonton today, they would not be a little astonished. Added to the changes of peacetime progress has come the influence of war.

Under stimulus of war the Alaska Highway was projected. In a few short months trucks were rolling from Edmonton to Fairbanks, Alaska, a distance of more than two thousand miles. The last great area of primeval wilderness in Canada's North-West had yielded to engineering skill and mechanized power. It was an achievement in road-building such as the world had never seen equalled. It was an example of American and Canadian co-operation good for the world to know.

Imperial Bank of Canada has shared the fortunes of Edmonton since 1891. It was the first bank to open a branch office in Alberta, which it did in 1886, the year following the completion of the Canadian Pacific Railway. And it was the first bank in Edmonton. Today it operates four offices in this city, located to serve their respective districts best.

New comers to Edmonton and old timers alike are cordially invited to make use of the Bank's services and conveniences. Drop in and have a talk with our nearest manager.

Edmonton Branches

Main Office—J. A. Wetmore, Manager
N. S. Mackie, Assistant Manager

Norwood Boulevard—L. L. Mason, Manager
Edmonton South—J. M. Kinnear, Manager
Edmonton West—H. W. Harrison, Manager

IMPERIAL BANK OF CANADA

BRANCH OFFICES IN ALBERTA

Edmonton, Main Office
Edmonton, Norwood Blvd.
Edmonton, South
Edmonton, West

Athabasca
Banff
Calgary, Main Office
Calgary, East End

Donalda
Eckville
Edson
Ferintosh

Grande Prairie (Peace River District)
Jasper
Millet
Red Deer

Rocky Mountain House
Sangudo
Sylvan Lake
Wetaskiwin

First things must come first!

OUR own Canadian Navy convoys more than forty percent of the vast flow of tanks, planes, guns, munitions, war equipment, food, clothing, medical and other essential supplies which Canadian workers on sea and land, in factory, mine and forest produce in a steady flood for the United Nations.

Measured in dollars, these vital exports were worth more than two and one-quarter billion in 1942.

Every effort is being made to allocate available shipping space to ensure an orderly inward and outward flow of priority materials, but the movement of goods which contribute to victory must come first.

For advice and assistance respecting imports from all countries and shipments to Latin American countries, write to the Shipping Priorities Committee, Room 123, West Block, Ottawa.

DEPARTMENT OF TRADE AND COMMERCE
OTTAWA, CANADA
Hon. James A. MacKinnon, M.P., Minister

FORTY TIMES AROUND THE GLOBE DAILY

OVER A MILLION MILES A DAY...

with JACOBS AIRCRAFT *Engines*

In powering the "Bush" planes, the planes used in connection with the construction of the Alcan Highway, and a majority of the twin-engine Trainers of the Canadian Commonwealth Air Training Program, Jacobs Engines have, for more than a decade, played an important role in the progress of Aviation throughout the immense territories of the great Northwest.

After Victory is won, Aviation will play a prominent part in the developing of the vast resources of this rich country. The pioneering spirit of our ancestors still exists among the hardy men of the Northwest. Jacobs joins with them in this spirit — and a great many of the planes that will be used, after the war, to open this land of opportunity, will be powered by dependable Jacobs Engines.

JACOBS AIRCRAFT ENGINE CO.
POTTSTOWN - PENNSYLVANIA · U·S·A·

Alberta to Benefit by Opening of Northland Areas

Splendid Opportunities For North Development Follow Highway Building

By OWEN C. THOMPSON
Mining Engineer, Calgary.

The construction of the Alaska Highway, together with the resultant development of the north country, is providing much speculative interest as to possibilities for remunerative undertakings in that country.

While admittedly, the known projects now under construction are stupendous; and surpassing anything heretofore contemplated or hoped for, yet the real significance of all this is extremely hazy due to continual fresh reports, rumors and predictions of still greater things to come.

Authoritative statements are not being published, due to military precautions; and it is a question what would happen should the war end tomorrow.

JAPAN STARTED IT

The highway and various subsidiary projects are instigated as a result of the entry of Japan into the war; and as that country is the last one slated to be subdued, it suggests that this work might be completed according to plan before hostilities cease. A highway to Alaska was being considered before the war, and when hostilities broke out with Japan it was possibly considered an opportune time to build the road as a war measure, and thereby eliminate much negotiation between the Canadian and United States governments.

The areas being affected by the road are—Mackenzie River basin and North West Territories; Northern British Columbia; Yukon, and Alaska.

Edmonton and Central Alberta are immediately benefited from all this development, and the former should become an important city as a result of its location in relation to the highway.

In trying to arrive at some conclusion as to possibilities for enterprises of merit in that area, it might be well to.—

(1) Enumerate and briefly describe the known projects.
(2) Briefly comment on some of the reported and rumored projects for the future.
(3) Form conclusions from the foregoing.

There are some officially known or reported projects.

The Alaska Highway at present is 1,600 miles long—extending from Dawson Creek, near the Alberta and B. C. boundary, to Fairbanks, Alaska.

PRESENT AGREEMENT

The Canadian government provides the right-of-way through Canada, and makes available material necessary for that portion of the road. The United States government completes the road at its own expense, and turns the Canadian section over to Canada six months after the war ceases, with the provision that United States citizens will not be discriminated against in the future use of the road.

Where completed the regular width of the highway is 40 feet; but at certain distances it is very much wider to provide for emergency airplane landings. Also, for this purpose, the right-of-way is cleared 200 feet wide.

Where the road passes through muskeg, the latter is excavated, and re-filled with rock the full width of 40 feet.

The finished sections have a rock sub-base and crushed rock surface, at present. The grades and curves are very gentle.

There are four major airports along the highway. There are also other less important airports. Four towns are being built to accommodate 25,000 people each. It is supposed these centres are for military purposes, but no official statement has been made regarding them.

Other towns are already in evidence along the route, and more are contemplated.

The eastern end of the highway is to be connected with the United States road system, but the location of this connecting link is not yet determined.

Branch roads from the highway are now under construction, and others projected.

OIL PIPELINE

The Fort Norman oil field is being connected with Whitehorse and the coast by pipeline, and this line is now under construction. It is reported the refinery is to be at Whitehorse, but it might be changed to the coast.

Exploration for oil along the Mackenzie basin is now being prosecuted with vigor under the management of a large Canadian oil company, back with United States government funds. This is a war project and takes military priority.

The McMurray tar sands are being developed by the Abasand Company, and financed by the Canadian government. This is another war project.

The Mackenzie River basin is said to be one of the largest potential oil areas known. If this is so it is difficult to estimate the importance of the field together with the refinery and the pipeline now under construction.

The McMurray tar sands is the largest deposit known in the world today. There are also other tar sands deposits in the basin.

AIRPORTS BUILT

Many airports are being built in the Mackenzie River basin as well as roads for freighting. River transportation is also much improved and air service is good.

A telephone line has been constructed the entire length of the Alaska Highway, also service stations and stopping places at regular intervals.

Little is known of the military and air force plan and equipment along the road, but it is supposedly extensive.

The route is destined to be a global airway. Many large air companies are now seeking rights over the course.

The Trans-Canada Air Lines is completing a direct line between Toronto and Edmonton, and part of the route is over the Great Lakes in order to have the shortest possible mileage. Its first new planes now on order are for that route, and the TCA makes no secret of its eagerness to be a dominating factor in this projected global airway.

The United States and Canadian governments have a joint commission whose duty is to investigate possible development in the area affected by the highway. It is suggested this commission might also have to do with colonization of the country. In any event, it is to deal with future possibilities.

RUMORED PROJECTS

There are some projects in the rumor stage.

These are too numerous to record, but some of the more probable are worthy of consideration.

It is reported that the Alaska Highway will be paved with the tar sands from McMurray. This appears to be a big undertaking, but considering what is already being done, it does not sound so fantastic. A road has already been built connecting McMurray with the highway.

Besides being a military undertaking, the road is undoubtedly an outlet for Alaska, and for this reason is a permanent public highway.

The location of the road follows the projected global air route, and indicates the intentions of the governments that it serve the large populated centres of the east, more particularly than the west coast. The latter already has airway connections.

TO EUROPE, ASIA

There are reports that the highway is to be extended into Asia and Europe as a post-war undertaking to connect those continents with North and South America—this being a part of the United Nations' post-war policy. Whether this becomes a reality remains to be seen, but if a global highway is eventually built it can only be over the Alaska Highway when a ferry of 50-odd miles would connect the continents of Asia and North America.

The report that the Russians have already built a highway from Anadvrski—on the eastern end of Siberia—to connect with the Russian Siberian Railway, is generally accepted as correct. This highway is said to be more than 500 miles long and is used as a link in conveying war equipment from America to the Russian front.

LAND SETTLEMENT

According to statistics recently published by a special commission, provided the United Nations undertake to see that hunger is eliminated from the world, every acre of arable land in Canada will be required for cultivation. Such a move might stimulate colonization to any degree, in which case a land settlement undertaking would be highly remunerative.

Along the route of the Alaska Highway and adjacent country to be served by subsidiary roads, water and air transportation, are various possibilities such as timber land, grazing land, farming land, oil land, tar sands, gas, lake fisheries in the North West Territories; coal, salt, base and precious metals, dredging and placer ground, etc. Townsites will probably be remunerative undertakings as many towns will naturally spring up as and when the country goes ahead.

This is finally the "Last Great West" on the North American continent.

Regardless of the Alaska Highway, the north country clear across Canada will undoubtedly be utilized for short air routes to Europe and Asia. This is clearly demonstrated by a glance at the map.

Provided the United Nations carry out the reported plan of extending the highway through Asia and Europe, the Alaska Highway is bound to benefit.

Just how fast inter-continent motor traffic would develop is difficult to estimate. Such numbers of millions of people have never before been available for motor traffic over a given road, and the Alaska Highway would be the connecting link between the two groups of continents.

To add it up, some of the possibilities for remunerative enterprises due to the opening of the country lie in,—

(a) Putting on townsites.
(b) Colonization schemes for settling incoming immigrants from Europe and the United States on farm lands now obtainable and easily acquired in large blocks for the purpose.
(c) Fishing on the lakes in the North West Territories—markets for such product are now established in Chicago, New York, etc.
(d) Developing natural resources such as precious and base metals, oil, tar sands, gas, salt beds, coal, potash, volcanic glass and many other kinds of deposits now being experimented with by the University of Alberta.
(e) Lumbering.
(f) Building, merchandising, catering, etc., in new towns to be built.

MANY OPPORTUNITIES

Opportunities at present will be largely of a pioneering nature, as was experienced in the development of the prairie provinces. A number of these will depend upon the rapidity of colonization and development of expected traffic on the highway. Such traffic might develop to proportions beyond our present imagination, and it is any person's guess according to his degree of optimism. Huge undertakings and corresponding results are quite common in the past few years, and this might be one of them. In future we might look back and see where we missed a wonderful opportunity; and on the other hand we might look in the same direction, and find we backed the wrong horse.

Then again some of the anticipated opportunities may be for future generations along with the rather substantial national debt we are so energetically accumulating for them at this time.

Geologically the north country lies largely within the pre-Cambrian shield, which runs across Canada in a north or west direction. Geological conditions in the shield are credited with being the most favorable for minerals on the continent.

The opening of the country by the Alaska Highway affords an opportunity for developing mineral deposits, which heretofore was not feasible due to lack of transportation.

Until rail facilities are available, however, the low grade base metal deposits may not be operated beyond the development stage.

Strategic metals and high grade base metals carrying other metals as by-products might be worked to advantage.

GOOD GOLD PROSPECTS

With gold properties, however, the situation is different, as freight rates are not so much of a problem. When the war is over this should prove a remunerative field for gold mines, and those who have secured such properties in the meantime will probably find themselves in an enviable position.

Especially should this be true regarding gold dredging ground. There are large areas of this north country where high grade dredging gravel is known to exist, and at present is comparatively easily and reasonably acquired.

DREDGING PROFITABLE

Dredging has been very remunerative in the United States, but in Canada it has received little attention. The result is that the dredging channels are almost wholly intact at this time. The modern dredges are efficient and economical of operation. A dredging property may be tested and put into production in a short time and at low cost as compared with quartz mining.

The advent of the highway has afforded exceptional opportunities for gold mines and especially gold dredging.

The Dominion Geological Survey will have several parties in that field this summer.

Some dredging has been carried on in the Klondike district for years, proving the merits of such an undertaking, and very recently additional dredging channels have been developed in more easily accessible locations.

From the foregoing observations it is quite evident that many opportunities are possible, some of which are for the present, while others will be delayed. Many will require much forethought and imagination for the future.

Accordingly, remunerative possibilities should be presenting themselves for some time to come.

An investigating or scouting program is justified and available at this time. The first consideration should be dredging ground, of which there is considerable available, and should be secured or tied up while the opportunity presents itself. Undoubtedly other people have this in mind also.

Lode gold and strategic minerals should also be sought at this time. Any gold properties would be held for post-war development or sale.

Any strategic deposits would be developed immediately; always provided government finances were forthcoming for this purpose.

GOLD LODE

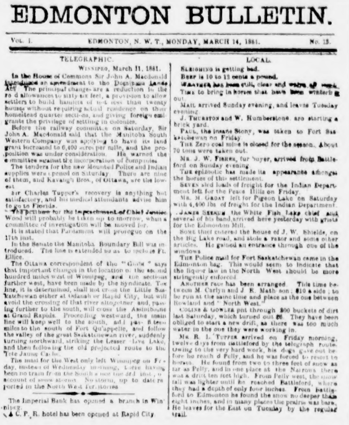
With dredging locations and secondly, lode gold and other minerals requiring attention at this time, the organization would be on the ground to watch for developments pertinent to townsites, colonization, etc., previously described.

This program requires full time attention, with reasonable assurances of success, as the country is virgin and vast and the advent of the Alaska Highway will facilitate development that otherwise would require generations.

As U.S. Engineer Corps Troops Defeated Muskeg

In building the highway to Alaska the U.S. Army Corps of Engineers encountered many obstacles, but each was overcome with speed and efficiency. The soggy muskeg of the northwest had to be crossed. A firm bottom had to be made for the road. The answer was corduroy and gravel. The above scenes show troops laying the poles atop a gravel bottom. More gravel and more poles went on top, and as a result, a road that will never sag has been built over the muskeg country.

At right is shown a reproduction in exact size of the issue of The Edmonton Bulletin, of March 14, 1881. In the 63 years of its life this newspaper has kept pace with the growth and development of Edmonton. The late Hon. Frank Oliver, former member of parliament for this city, minister of the interior in the cabinet of Sir Wilfrid Laurier, and founder and first publisher of The Bulletin, brought the printing plant overland from Winnipeg in a Red River cart hauled by oxen. The journey took three months. But for the size of the community and its activities Edmonton received complete coverage in The Bulletin. Today The Bulletin issues a second edition of its Alaska Highway and Air Progress edition of 92 pages. The faith The Bulletin expressed in the northern country in its earliest days has been continued and the Alaska Highway and Air Progress number, contrasting impressively with the small four-page issue of Dec. 6, 1880 is striking and convincing evidence of the growth and development of this city and the manner in which The Bulletin has kept pace with it.



EDMONTON BULLETIN.

Vol. 1. EDMONTON, N. W. T., MONDAY, MARCH 14, 1881. No. 13.

TELEGRAPHIC.

WINNIPEG, March 11, 1881.

In the House of Commons Sir John A. Macdonald introduced an amendment to the Dominion Lands Act. The principal changes are a reduction in the road allowances to sixty six feet, a provision to allow settlers to build hamlets of not less than twenty houses without requiring actual residence on their homestead quarter sections, and giving foreign emigrants the privilege of settling in colonies.

Before the railway committee on Saturday, Sir John A. Macdonald said that the Manitoba South Western Company was applying to have its land grant increased to 6,400 acres per mile, and the proposition was under consideration. He warned the committee against the incorporation of companies.

The tenders for the new Mounted Police and Indian supplies were opened on Saturday. There are nine of them, and Kavanagh Bros., of Ottawa, are the lowest.

Sir Charles Tupper's recovery is anything but satisfactory, and his medical attendants advise him to go to Florida.

The petition for the impeachment of Chief Justice Wood will probably be taken up to-morrow, when a committee of investigation will be moved for.

It is stated that Parliament will prorogue on the 17th inst.

In the Senate the Manitoba Boundary Bill was introduced. The line is extended so as to include Ft. Ellice.

The Ottawa correspondent of the "Globe" says that important changes in the location of the second hundred miles west of Winnipeg, and the sections further west, have been made by the Syndicate. The line, it is determined, shall not cross the Little Saskatchewan either at Odanah or Rapid City, but will avoid the crossing of that river altogether and, passing further to the south, will cross the Assiniboine at Grand Rapids. Proceeding westward, the main line will keep well to the south, and pass fifteen miles to the south of Fort Qu'appelle, and follow the valley of the great Saskatchewan river, suddenly turning northward, striking the Lesser Slave Lake, and then following the old projected route to the Tete Jaune Cache.

The mail for the West only left Winnipeg on Friday, instead of Wednesday morning, there having been no train from the South since the 3rd inst., on account of snow storms. No storm, up to date reported in the North West Territories.

The Imperial Bank has opened a branch in Winnipeg.

A C. P. R. hotel has been opened at Rapid City.

LOCAL.

SLEIGHING is getting bad.

BEEF is 10 to 12 cents a pound.

WEATHER has been still, clear and warm of [illegible].

TIME to bring in horses that have been wintering out.

MAIL arrived Sunday evening, and leaves Tuesday evening.

J. THURSTON and W. Humberstone are starting a brick yard.

PAUL, the insane Stony, was taken to Fort Saskatchewan on Friday.

THE Zero coal mine is closed for the season. About 70 tons were taken out.

MR. J. W. FISHER, fur buyer, arrived from Battleford on Sunday evening.

THE epizootic has made its appearance amongst the horses of this settlement.

SEVEN sled loads of freight for the Indian Department left for the Peace Hills on Friday.

MR. M. GROAT left for Pigeon Lake on Saturday with 4,400 lbs of freight for the Indian Department.

JAMES SEENUM the White Fish Lake chief and several of his band, arrived here yesterday with grists for the Edmonton Mill.

SOME thief entered the house of J. W. Shields, on the Big Lake road, and stole a razor and some other articles. He gained an entrance through one of the windows.

THE Police mail for Fort Saskatchewan came in the Edmonton bag. This would seem to indicate that the liquor law in the North West should be more stringently enforced.

ANOTHER race has been arranged. This time between M. Carlyn and J. R. Matheson; $10 a side; to be run at the same time and place as the one between Rowland and "North West."

COLINS & GOWLER put through 800 buckets of dirt last Saturday, which turned out $6. They have been obliged to start a new drift, as there was too much water in the one they were working in.

MR. R. L. TUPPER arrived on Friday morning, twelve days from Battleford by the telegraph route. Owing to the very hard work, his dogs gave out before he reached Pelly, and he was forced to resort to horses. He found from two to three feet of snow as far as Pelly, and in one place at the Narrows there was a drift ten feet high. From Pelly west, the snow fall was lighter until he reached Battleford, where they had a depth of only four inches. From Battleford to Edmonton he found the snow no deeper than eight inches, and in many places the prairie was bare. He leaves for the East on Tuesday by the regular trail.

Radium King at Fort Norman Oil Well

The Radium King, the flagship of the Northern Transportation Co., Ltd., fleet of 12 vessels, is shown in the above picture tied up at the loading dock at the Fort Norman oil wells. This vessel is of all steel construction and is one of the first boats with all welded seams built in Canada. It is a twin screw diesel-powered vessel and operates between Fort Smith, N.W.T., and the Arctic ocean, a distance of approximately 1,400miles.

Incredible Engineering Feat Removes Isolation Of Far-Northern Outpost

By GERALD O'CONNOR, K.C.

With the construction of the Alaska Highway the Alaska of the gold rush days, the Alaska regarded as an indefensible and almost valueless outpost, is gone, forced into maturity by the red heat of war. And in its place there is emerging an Alaska destined to take its place in a front-rank role in national defence, and national affairs, and in the peace to follow this war this territory will be the great pivot of the Great Circle air route to the Orient.

In the post-war period Alaska will draw farmers from the drought areas of Canada and the United States, its forests will attract lumber men from the west coast, engineers and technicians from the east. It will hum with business, with industry and commerce.

Alaska can supply one-third of America's newsprint needs without depleting its forest resources. Salmon and other fish will remain a major industry; gold will be mined, furs will flow into world markets, and in addition there will be other important mineral industries centring around the known coal, oil, nickle, tin and asbestos deposits.

A net-work of territorial highways will connect up with the Alaska Highway through Canada. There will be motor and rail links with this highway with Siberia and China, and possibly a shining ribbon of railway will connect Alaska to the United States through Canada.

STRATEGIC VALUE

In the post-war period Alaska will be a major military, naval and air establishment, commanding the North Pacific. It will constitute a police station for maintenance of international peace or order.

Since the beginning of this war Alaska has become a "dagger pointed at the heart of Japan." It is the most central place in the world for aircraft whether it be to Europe, Asia or North America, and is possibly the most strategic place in the world.

What Gibraltar was to Britain in the last century, Alaska may be to the United States in this. Here is a base of operations from which Japan can be attacked by long-distance bombers, or with Russia's help by short-range bombers.

REMOVE OBJECTION

The great objection to Alaska as a base of military operations has been removed by the construction of the highway. Over this road there can be brought to the fighting bases the steady stream of war supplies vital to their maintenance.

The construction of the Alaska Highway has been an engineer's dream, the idea of slicing a motor road through 1,200 miles of virgin forest and mountains was a project of imaginative quality that only the stern necessity of war has brought to pass. Without this necessity it is probable that the road would not have been built at least for many decades to come.

The magnificent construction feat accomplished by Canadian and United States engineers and road-builders can best be described by comparing it with the building of Canadian and American railways through the Rockies to link the east and west coasts of these continents.

DECISION REACHED

Early in March of last year the decision to build the road was reached between the Canadian and United States governments. On the day the decision was made American engineers sent a trainload of men into the north country, and laid plans to push a "pioneer road" through to Fairbanks within a year.

They started working at both ends, at Dawson Creek, B.C., and at Whitehorse. Men and machines were sped to the scene with incredible swiftness. Engineering regiments, several of them all-Nego units, performed stupendous feats of labor. There were some delays, but the work went on despite summer heat and mighty blood-sucking mosquitoes. And on October 29 it was announced from Washington that the first trucks were operating over the road.

WORK PROCEEDS

Since then the work of construction of the permanent road is being proceded with, and the engineers in charge of these operations are certain that an all-weather highway with permanent bridges will be completed before the snow flies next fall.

The construction of this road was a brilliant job of clearing the wilderness, of adapting geography and topography to the nation's war needs, and will be a lasting monument to all those who contributed to its building.

———V———

By an amendment passed to the Organic Act in 1917, Alaska became responsible for the education of its white population.

———V———

The Yukon Territory is represented in the Dominion parliament by one member in the House of Commons.

Centuries of Shrouded Silence

Surrender to the Music of Machines

The glad, resounding notes of progress have broken the palpitating silence of the North. Winging across the vast and waving forests, wheeling through yesterday's wilderness on the highway of today, man's advancing forces awaken the pulse of life in a whole new world of wealth.

The North is open! The way is clear!

To the men of vision who pioneered the North, and to those presently engaged in the marked development and progress of this vast hinterland our country owes a great debt.

All Canada will benefit by the opening up of the natural resources made possible by the airways and the highways of the north.

THE BANK OF TORONTO
Incorporated 1855

"Blood, Tears and Sweat"

"I have nothing to offer but blood, toil, tears and sweat."

"You ask, what is our aim? I can answer in one word: Victory, victory at all costs, victory in spite of all terror, victory, however long and hard the road may be; for without victory, there is no survival."

May 13th, 1940.

"Their Finest Hour"

"The whole fury and might of the enemy must soon be turned on us. Hitler knows that he will have to break us in this island or lose the war . . . Let us therefore brace ourselves to our duties, and so bear ourselves that, if the British Empire and its Commonwealth last for a thousand years, men will still say, "This was their finest hour."

June 18th, 1940.

Copyright by Karsh

Photograph of Mr. Churchill Reproduced by Kind Permission of Canadian SKF Company Limited

"So Many to So Few"

"The gratitude of every home in our Island, in our Empire, and indeed throughout the world . . . goes out to the British airmen who, undaunted by odds, unwearied in their constant challenge and mortal danger, are turning the tide of the war by their prowess and by their devotion. Never in the field of human conflict was so much owed by so many to so few."

August 20, 1940.

"Burn and Bleed"

"The dominating aim which we set before ourselves in the conference at Casablanca was to engage the enemy's forces on land, sea and air on the largest possible scale and at the earliest possible moment . . . We have to make the enemy burn and bleed in every way that is physically and reasonably possible."

February 11, 1943.

Canada Frames Vigorous Post-War Air Program

Dominion's Plan to Solve Transportation Problems Studied in United States

By JOHN H. DURSTON

Aviation Editor, New York Herald Tribune

The Canadian government's aviation policy, enunciated on April 2 by Prime Minister W. L. Mackenzie King, is recommended reading for American legislators and statesmen who have ambitions to be identified with post-war programs for American aviation.

In the first place, Canada is completely alive to the importance of its geographical position in international air operations and obviously is determined to make the best use of it as a bargaining point.

"Canada today," the Prime Minister said, "is the fourth greatest military air power among the United Nations, and in the post-war period Canada can make an equally great contribution to civilian air transport. . . .

"The government intends to press vigorously for a place in international air transportation consistent with Canada's geographical position and progress in aviation."

SEES BITTER BATTLE

Here in the United States there undoubtedly is going to be a bitter battle among the domestic air lines over their rights to compete with one another, as well as with foreign lines, in international traffic. The applications which Northeast Airlines and Chicago & Southern Air Lines already have filed for permission to fly global routes to Europe and the Orient are indicative of what is coming.

No government agency has made any serious effort as yet to decide what planes are going to carry the American flag in foreign air traffic, although domestic disagreements on the subject certainly are not going to strengthen the front which American diplomats will present at the peace conference. This situation is contrary to the wishes of the best-informed men in aviation.

In some circles the beforehand filing of applications for global routes is regarded as a healthy sign of the flourishing state to be expected of international air traffic after the war. It is not so regarded, however, by some executives of domestic air lines which might be expected to leap into the scramble along with Northeast and Chicago & Southern.

Their point of view is that unbridled optimists are grossly exaggerating the amount of international traffic to come, and that the American share, if divided among half a dozen American competitors, will be ruinously small for any one of them. Government subsidizing of a number of lines engaged in competition among themselves as well as with foreign government-backed lines, they believe, would create such a mess that government ownership would result. They point out that foreign governments always have put all their eggs in one basket when it came to doling out subsidies for transportation systems.

NO GOOD REASON

In Canada, on the other hand, the program for international air operations is not going to be beset by internal disagreement. It already has been decided who is going to fly the Canadian flag.

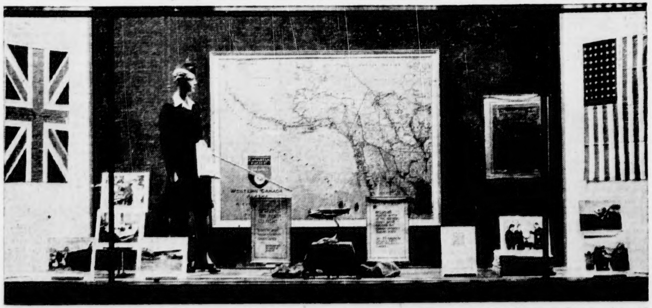
"The government," Mr. Mackenzie King said, "sees no good reason for changing its policy that Trans-Canada Air Lines is the sole Canadian agency which may operate international air services."

In addition to having an exceedingly important geographical position in post-war air operations, Canada is likely to have a flourishing aviation industry, thanks to the war.

After being pretty much left out of the aircraft manufacturing picture in the early days of the war, Canada this year is getting into full production of a diversified line of aircraft. Besides building training planes, she is turning out plywood Mosquito bombers and giant Lancaster four-engined bombers, both of which will give Canadian technicians experience in the art of building the cargo planes of tomorrow.

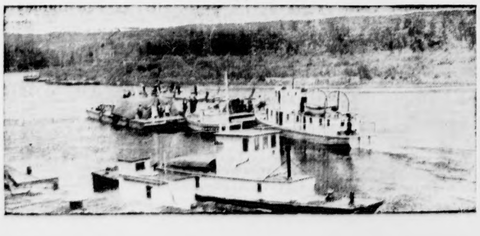
The Prime Minister said in his report to the parliament that the Canadian government was carefully studying the problems that would have to be dealt with in the peace conference negotiations on air transport. If any such careful study is being made in Washington, it is being just as carefully concealed.

Impressive Display of CPA Routes and HBC Posts in "Bay" Window



In a window of the Hudson's Bay Company store is an impressive display showing routes followed by Canadian Pacific Air Lines planes in the northland, and of northern posts of the Hudson's Bay Company. Also, the display shows how The Edmonton Bulletin is serving its far northern readers by quick transportation of its editions as far north as Fairbanks. A pretty CPA stewardess is pictured with a pointer showing CPA routes and the HBC trading posts, on one of the most complete maps of the north yet issued. In the window is a replica of the first page of The Bulletin's Alaska Highway and Air Progress edition and also many northland scenes.

Boats Rush War Supplies to the North



New Secretary Canadian Boeing

Stanley Burke, president of Boeing Aircraft of Canada, Vancouver, announced appointment of H. J. Burns as treasurer, and W. E. Brennan as secretary of the company.

Since July, 1941, Mr. Burns has occupied the position of chief accountant. He joined the company in November, 1940, as cost accountant.

Mr. Burns, a chartered accountant, has had some years of banking experience. Mr. K. B. Finn, C.A., succeeds him as chief accountant.

W. E. Brennan steps into the position of secretary with many years of experience in the duties entailed.

—V—

R.C.A.F. Buying Six Helicopters

Six helicopters are on order from the United States for the Royal Canadian Air Force, according to an announcement from R.C.A.F. headquarters in Ottawa.

While it has been widely announced that the British are contemplating the use of helicopters for protection of convoys, the R.C.A.F. prefers to stand by and see how this phase of their usefulness works out. Primarily, the Canadian helicopters will serve as rescue ships to reach otherwise inaccessible territory to rescue airmen forced down. They may also be used to serve localities now dependent on irregular shipping facilities.

—V—

Beautiful Parks Alberta's Boast

The National parks of Alberta are the most beautiful and the most diversified centres of tourist attraction anywhere in the whole Dominion. Reached by road or rail, they cover an area of 8,000 square miles of virgin forest, mountain and lake and amid scenes of rugged grandeur they provide the visitor with every form of vacation heart desires. Two-thirds of Canada's entire national park area is contained in this province.

—V—

Pupils of Sandwich, Kent, junior school have collected a ball of string weighing 102 pounds.

—V—

In 1924 the best developed farming area in Alaska was in the neighborhood of Fairbanks.

Northerner

A. M. "Matt" Berry, famed northland bush pilot and McKee Trophy winner, who is chief assistant to the supervisor of marine operations in the north.

Hear Hints Now Of Super-Bomber

A new "super-bomber" is scheduled to go into production in the United States, according to an announcement by Chas. E. Wilson, executive vice-president of the War Production Board.

The announcement confirms a statement by General Henry H. Arnold, chief of the U.S. Army Air Force, that an entirely new aerial battle-wagon was on the way. When asked for details, Mr. Wilson evaded questions by saying, "Well, bombers are getting bigger and heavier, you know."

—V—

Aviation Head Is Now in Army

Resignation of Richard C. du Pont as president and chairman of the board of directors of All American Aviation, Inc., is announced by the company. Mr. du Pont resigned to become Special Civilian Assistant to the Commanding General of the Army Air Forces where he will have charge of the glider program. He assumes his new duties immediately.

Bridgehead To Victory

By L. V. Randall

Instalment XIII.

Some Remarks on Tactics

It is impossible to speak briefly about tactics for an invasion, as the field is too vast and complex. A number of tactical considerations have been mentioned in previous chapters. We shall here add only a few further side lights on the subject.

INITIATIVE

The Axis countries started to prepare for war six years before the Allies, with the result that this head start prevented the Allies from taking the initiative in the early stages of the war. The German threat to Spanish Morocco made it impossible for the Allies to delay any longer operations under their own initiative. If the Allies had had time to prepare as thoroughly as they might have liked to, they could possibly have attacked Sardinia, Sicily or southern Italy simultaneously with the North African invasion operation. At that moment these attacks would have been a much easier task than they are today, as the two islands, and particularly the Italian mainland, were not then properly defended. At any rate, operations in French North Africa, the first large-scale operations arising from Allied initiative, brought about a complete change in the prospects of the war.

In war it is not alone sufficient to gain the initiative in order to win a decisive victory. It is also necessary to be not one, but two or more steps ahead of the enemy. While we were attacking Tunisia the enemy in the meantime was preparing for a stronger defence of Sicily. If Sicily were to be attacked, he would prepare his next position, i.e., southern Italy, and so on. It is for that reason that southern Italy should, if possible, be attacked before Sicily is taken. As long as the next step is obvious, the enemy can prepare for it. If we are two or three steps ahead of him, he will not be able to counteract our moves as effectively.

ON DEFENSIVE

But it may now be too late for new farsighted initiatives. Since the Russian winter campaign of 1942-43 and Allied successes in Africa, Hitler is on the defensive and is not only organizing and strengthening his front lines but at the same time [illegible] which includes all Axis-held territory and Germany as well. Surprise strategy is not likely to succeed any more. The enemy has been sufficiently warned. Surprise in tactics, however, is still possible. We cannot blame Allied strategy; it is just an unfortunate fact that we had to catch up with the enemy's six years' advantage in armaments and organization. We could not now help warning Hitler before unleashing the full strength of the new Allied military power against him.

SCENES OF INVASION

(a) In determining the most appropriate points for the first bridgeheads, one main tactical difficulty has to be considered, that arises wherever a straight front line is attacked—as, for instance, the coast between Fecamp and Dieppe or between Calais and Ostend. Even if a deep penetration were possible, the wings of the attacking force must be bent backward to the coast so that only a relatively narrow wedge—a landing over an uninterrupted front more than five or ten miles wide seems quite impossible—can be driven into the enemy's line. A large part if not all of the territory forming the wedge just conquered at great cost would be exposed to the enemy's flanking artillery fire from two sides, and both flanks of the wedge would be vulnerable to counterattacks from the adjacent sectors, thus threatening to cut the invaders off from the coast, which is their only open lane for reinforcements, supplies, and withdrawal. Therefore the establishment of permanent bridgeheads must be tried in sectors where this danger can be reduced to a minimum. The ideal locations for this purpose are peninsulas, particularly if they can be attacked from two opposite directions simultaneously.

The only prominent peninsulas on the European west coast are Normandy and Brittany. In the Mediterranean, Calabria and Puglia, the two southernmost Italian provinces, provide these same ideal conditions.

(b) It is clear that the frequent and rapid switching over of offensives from one sector to another is very ineffective, particularly on large fronts. Such tactics can therefore be most easily adopted on the Russian front. The enemy's reserves in the west will be in such a central position, will have such excellent transport facilities, and will be located so near the front line that such switching from sector to sector will be less disturbing for him there than on the eastern front with its vast spaces and its poor communication lines. One can imagine four different sectors for attacks, equally spread from north to south over the Russian front, the northernmost called No. 1, and the others numbered southward so that the southernmost sector is No. 4. In order to give this switching over of offensives the greatest possible striking power it will be necessary to proceed not in the sequence of 1, 2, 3, 4, but rather in the sequence of 2, 4, 1, 3, or 3, 1, 4, 2, in order to have the maximum space between the consecutive attacks and to make it difficult for the enemy to transfer his air forces, tanks, and other reserves from one sector to another.

This frequent and rapid changing of targets for large-scale offensives requires extremely efficient organization.

TIMING

A good timetable for sequences of offensive operations is equally important. In the case of feint or diverting attacks, or in the quick switching over of an attack to a distant new sector, the enemy must be given time to move his reserves to the point where the attacker wants him to move them before the order for the next attack is given. In other cases attacks might rapidly follow one another in order to prevent the enemy, once he has scattered his reserves, from transferring troops from one sector to another in time.

Time plays an important part in many other respects. For certain operations it is wise to wait until the most detailed preparations have been completed; in others any risk must be taken for the sake of quick action in order not to give the enemy a breathing spell.

SIZE OF INVASION AREA

The methods and tactics of warfare depend greatly on the space in which battles are fought. Both the Russian front, from Petsamo to the Black Sea, and the European west coast, from the northern tip of Denmark to the Pyrenees, are roughly from fifteen hundred to eighteen hundred miles long, but the country east of the Russian front line is thousands of miles deep, and the distances to Germany are from three hundred to nine hundred miles. On the other hand, distances between the central part of the western front and the German borders vary from seventy-five to roughly three hundred miles. This necessitates two entirely different types of warfare. Victories like those in the Russian winter campaign of 1942-43 in the Caucasus and the Donets Basin can be won more easily where vast spaces force the defender to thin out his lines and give the attacker room for large and sweeping break-throughs and flanking movements. These possibilities exist to a much lesser degree where the space is small and the defending forces fight in deep, crowded lines. But these latter areas provide a special advantage which is highly significant at the present stage of the war where the Allied production of weapons and planes has an edge over the Axis output. Battles in such territory draw much more on both the attacking and defending forces and lead to the destruction of much valuable equipment concentrated in great quantities in a small area. The Allies today, in spite of their transportation problems, can stand this strain more easily than can the Germans.

This is one of the reasons why large-scale Allied offensives in the west, with superior air support, will have a decisive effect upon German strength and make it increasingly difficult for Hitler's armies to fight an intensive two-front war for any length of time.

FEINT OPERATIONS

As already pointed out, deceiving tactics are of great importance because they alone can lead the enemy to commit strategic and tactical errors and are apt to keep down our own losses. Feinting tactics are adaptable for use in various fields. Intensive bombings of a certain kind might induce the enemy to expect large-scale attacks in a sector where no such attack is planned. In other sectors where the enemy is likely to expect attacks only after violent bombardment from the air, such attacks might be undertaken without previous bombing and our heavy air squadrons would strike at the enemy only at the very moment he sights the first assault troops. Attacks can be prepared in such a way that the enemy, from previous experience, must assume that they are feint attacks, only to find out later that they were real.

The success of these operations depends upon a continuous changing of methods. Rules should never be established for this type of warfare. Ever-changing tactics do not allow the enemy to draw any conclusions or to take advantage of previous experience.

Important positions and installations should not be revealed by fire action until absolutely necessary. However, the enemy can be deceived by anti-aircraft batteries firing from an unimportant area equipped with fake installations, thus protecting real targets located nearby. Important well-identified enemy objectives, gun positions, and camouflaged landing grounds should not be attacked before the time for decisive action has come; otherwise the enemy will be able to transfer them, under careful camouflage, to other points where they might not be found again.

Feint attacks should preferably take place at those points where at least secondary strategic objectives can be reached, where the attack might lead unexpectedly to a real success, or where feint attacks can be combined with destruction of strategically important installations.

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Monday "The Eastern Front."

Official List War Casualties

R.C.A.F.

OTTAWA, July 3—(CP)—The R.C.A.F. reported last night in its 617th casualty list of the war, containing 22 names, that 14 men were missing on active service after air operations overseas.

The overseas section of the list also reported one man killed on active service, two men previously reported missing on active service and now reported prisoners of war in Germany and five men previously missing on active service who now are reported prisoners of war also in Germany.

There were no casualties reported in Canada.

Following is the latest list of casualties, with official numbers and next of kin:

OVERSEAS

KILLED ON ACTIVE SERVICE

Acheson, George Robert, WO, Britannia Heights, Ont.

MISSING ON ACTIVE SERVICE AFTER AIR OPERATIONS

Berthiaume, Joseph Francois Exavier Gilles, PO, Hawkesbury, Ont.

East, Michael George King, Sgt., R118286, J. H. East (mother) Keremeos, B.C.

Hills, William James, Sgt., R807211, Mrs. Chesley Hills (mother) Perdue, Sask.

Kernaghan, Clarence Gerald, Sgt., R128681, F. W. Keragnan (father) 4992 Pine Crescent, Vancouver.

Laurence, Joseph Fernand Rolland, Sgt., Montreal.

MacFarlane, David William, Sgt., Truro, N.S.

Manser, Raymond Earl, Sgt., Toronto.

Petts, Henry Neville, PO, J2[illegible], Mrs. J. T. Petts (mother) 2507 16A St. S.W., Calgary.

Reynolds, William Cassin, FO, North Bay, Ont.

Smith, Charles Thomas, Flt. Sgt., Gondola Point, N.B.

Thomson, Arthur Sylvanus, Sgt., Newcastle, N.B.

Thomson, Ivan Samuel, PO, Toronto.

Wygle, Hugh Manson, PO, J21717, A. M. Wygle (father) Crossfield, Alta.

Young, Gordon William, D.F.C., FO, Toronto.

PREVIOUSLY MISSING ON ACTIVE SERVICE, NOW REPORTED PRISONER OF WAR (GERMANY)

Fadden, Lloyd Rufus, Sgt., R97690, F. M. Fadden (father) 15 Alona St., Seattle, Wash.

Ferguson, John Ambrose, Sgt., R106268, A. P. Ferguson (father) 380 Van Norman St., Port Arthur.

McCracken, Lloyd Christie, Sgt., Fredericton Junction, N.B.

Seabolt, Everett Franklin, Sgt., R121828, Frank Seabolt (father) Cloverdale, B.C.

Selman, John Francom, Sgt., R92[illegible], C. W. Selman (father) Raymond, Alta.

PREVIOUSLY REPORTED MISSING ON ACTIVE SERVICE, NOW REPORTED PRISONER OF WAR (GERMANY)

Leach, George Brown, Flt. Sgt., R93921, Mrs. James Leach (mother) Minburn, Alta.

Wright, Joe Austin, Sgt., R87125, J. A. Wright (father) St. Walburg, Sask.

—V—

Flt.-Lt. A. G. Pickering, 37, ace test pilot at an aircraft firm, was killed at Ivinghoe Hill, Buckinghamshire, when a Bren gun carrier overturned.

Canadian Naval War Exhibition Here July 19

A partial view of the Canadian naval war exhibition prepared by the Department of Trade and Commerce exhibition commission and sponsored by the Navy League of Canada, which is now on tour throughout Canada. In the foreground can be seen a torpedo which has been cut open so that its interior mechanism can be seen. In the background, with other exhibits, the bell of Canada's first warship, H.M.C.S. Niobe, a treasured relic of the earlier days of Dominion naval tradition. The exhibition opens for a one-week period at the T. Eaton Company (Western) Limited store, commencing July 19. All proceeds to be used for the benefit of United Nations seamen through the Navy League of Canada.

Naval Exhibit Will Show Here July 19 to 24

Inhabitants who have never had a chance to see the things that are used by the Royal Canadian Navy to [illegible] and [illegible] down the enemy at sea will have an opportunity to do so when the Canadian naval war exhibition comes here July 19 to 24 inclusive. It will be on display in the T. Eaton (Western) Limited store and will attract many thousands of people.

This exhibition contains items such as an 18-foot model of a Tribal class destroyer, another excellent model, built to the same scale, of a corvette, and other though smaller models of famous motor torpedo boats and submarines.

Those who have often wondered at the cost of a torpedo, from $10,000 to $16,000 each, will have a better idea of the reason when they see the real torpedo that will be shown. Experts have installed a motor that runs the machinery. It's a revelation. Then, there is an actual depth charge with part of it cut away so that you can see inside. An expert explains how this and other death-dealing devices work.

VICIOUS WEAPON

There's a real Oerlikon gun, said to be the most vicious weapon developed for use in the present war. If you like you can operate it yourself and fire away in imagination at an approaching enemy airplane. You can do the same with the twin machine guns. You may sample the new kind of ship's biscuit being stored on the modern Carley rafts. One of the Wrens accompanying the exhibit will give you some to taste.

You'll be interested in the two life rafts on display, the one that was picked up in mid-Atlantic and the other the new Carley raft.

This great exhibition was prepared by the exhibition commission of the Dominion department of trade and commerce with the co-operation of the Royal Canadian Navy and is being presented in the principal cities of Canada by the Navy League. All the revenue from the modest admission charge goes to the Navy League to support its work among the men of the sea.

—V—

Inscribed Quilt Is Donated by League

The twenty-second inscribed quilt completed for the McCauley Concert Group has been donated by the McCauley Community League. Women of the handicraft and war workers [illegible] supplied the material and did the work on the quilt, which will be displayed in centres in Great Britain where service men from Alberta will be able to see it. Mrs. J. Roxburgh was in charge of the making of the quilt.

At the display of the quilt Saturday in the community hall, Pte. Wentworth, who has served overseas, told of having seen one of the quilts on the [illegible].

At present the women are working on another quilt from Wetaskiwin for which 400 names were gathered for the concert group by Mrs. Rasmuson and Mrs. Lee of that city. They have received congratulations for their work on behalf of the Queen's Canadian Fund for which they raised the sum of $4[illegible].

A[illegible] lists of names for the quilts [illegible] forward them to Radio Station CFRN.

—V—

Given Fellowship

OTTAWA, July 3—(CP)—Wing Cmdr. Harold Pearce, [illegible] photography at R.C.A.F. headquarters here, has been awarded a fellowship in the Royal Photographic Society of Great Britain for [illegible] in the invention of the new "[illegible]thalmic" camera developed by the R.C.A.F., it was announced last night.

Army Cadet Corps Starts Training At Sarcee Camp

CALGARY, July 3—(CP).—Yesterday marked the first of 10 days of training for boys from Royal Canadian Army cadet corps throughout the province who are attending camp at Sarcee.

Training, for the lads, includes [illegible] map reading, aircraft [illegible] practice [illegible] and knots and [illegible].

A total of 850 cadets are taking the training. In addition to the Calgary corps cadets came from Edmonton and Lethbridge.

EDMONTON-YELLOWKNIFE
Lv. Tues., Thurs., Sat. each way
EDMONTON-NORMAN WELLS
Lv. Tues., Thurs., Sat.
Return [illegible] McMurray, Ft. Smith
[illegible]
Canadian Pacific AIR LINES
PASSENGERS MAIL EXPRESS

Get in the Fight With Better Sight
A. Ashdown Marshall and Associates
Complete Optical Service by Graduate Optometrists
10345 Jasper Avenue, Edmonton. Phone 22342

Liberal Association Meeting
The Edmonton Provincial Liberal Association
ANNUAL MEETING will be held in
I.O.O.F. HALL, 103rd ST.
Wednesday, July 7th, 1943 at 8 p.m.
For consideration of reports, general business and election of officers.
CHAS. H. GRANT, Secretary

Congratulations
To the Builders
OF THE
ALASKA
MILITARY
HIGHWAY
UNITED FOR VICTORY
Sommerville
CO., LTD.
Marshall-Wells Building

Our Hat Is Off to
The Builders
of the
ALASKA
HIGHWAY
UNITED FOR VICTORY
JOHNSON'S CAFE
"Where Good Food and Efficient Service Meet"
Jasper Avenue and 101st Street Phone 21088

There are no BOMB CRATERS in our fields . . . YET !

These are grim and dangerous days, grimmer and more dangerous than most of us realize. While a ruthless enemy is bending his best efforts to destroy our vital food supplies, we can still peacefully carry on our duties on the farm. We *must* make the most of our time, putting every available acre of our fertile land to work, to produce FOOD for our people, our armies and our allies.

FOOD IS VITAL FOR VICTORY

You may be a school teacher, or a student, you may be a business or professional man, office or factory worker, store keeper or clerk—no matter who you may be, if you have a few days, weeks or months of leisure this summer, you can make an important contribution to Canada's war effort by taking temporary work on a farm. It cannot be sufficiently emphasised how urgently the Nation needs additional farm help, YOUR help, to meet the ever increasing demands for FOOD. Every year Canada sends millions of pounds of food to feed our kinsmen and allies abroad, and with many thousands of our people in the fighting services and the war factories we ask you to help fill the gap. Knowing how our very existence depends on victory, and how much depends on FOOD to win that victory, we appeal to you to lend your willing aid.

This is what YOU should do . . . ACT NOW!
Consult any special local committee or office established to deal with farm labour placements in your city or town; or
Write your Provincial Director of Farm Labour at the capital of your province; or
Get in touch with your nearest Employment and Selective Service Office.

DEPARTMENT OF LABOUR
HUMPHREY MITCHELL, Minister of Labour
A. MACNAMARA, Director, National Selective Service
D-8

SUNDAY SERVICES

At Holy Trinity Anglican Church. Sunday services will start at 8.30 a.m. with Holy Communion. At 11 a.m., Holy Communion again will be celebrated, and the rector, the Rev. W. M. Nainby, will preach. Evensong will be at 7.30 p.m., at which Mr. Nainby will preach. Herbert Wild is organist and choirmaster at Holy Trinity.

A cordial invitation to all is extended by the Rev. J. Arvid Vikman, pastor of Augustana Lutheran church, 9901 107 street, to attend Sunday services, which will be as follows for Sunday, July 4: Sunday School and Bible Class, 10 a.m.; Confirmation Services, 10.30 a.m.; and Holy Communion, 7.30 p.m. At this service the pastor will preach a preparatory sermon.

Grayson Dodd will conduct Matins and preach at the 11 a.m. service at St. Matthew's Riverdale Anglican church. Canon J. C. Matthews is rector of St. Matthew's.

At Rupert Street Presbyterian church, [illegible] morning worship will be held at 11 a.m. and Sunday school at 12.15 noon.

McDougall United and First Presbyterian Churches will worship together for July and August, and the first Sunday in September. Services for July and the first Sunday in August will be held in First Presbyterian at 11 a.m., and in McDougall at 7.30 p.m. The Rev. J. MacBeath Miller M.A., B.D., will be in charge of these services. At the service Sunday, July 4, in First Presbyterian Church, Independence Day services will be held, and guest preacher will be Major Chaplain Willis Bergen, B.D., supervisory chaplain of the Northwest Service Command at Whitehorse. The 11 a.m. sermon will be "The Four Freedoms". Soloist at this service will be Frank Williams. At the 7.30 p.m. service in McDougall United Church, the sermon topic is to be, "The Flight from the Reality of War." Mrs. D. McKecnnie will be soloist at this service. All American soldiers and civilians are especially invited to these services.

Congregations of Knox and Metropolitan United churches will also join the the summer, with services being held at Metropolitan, 109 street and 83 avenue. The Rev. Elgin G. Turnbull, B.A., B.D., will be minister-in-charge. At the 11 a.m. service Sunday, July 4, the sermon topic will be, "Curative or Preventative Religion" and at 7.30 p.m., "Loneliness in the Midst of People". Knox Choir will lead the singing at these services.

KNOX—METROPOLITAN

Summer Services During July in Metropolitan Church
Corner 109th Street and 83rd Avenue
Rev. Elgin G. Turnbull, B.A., B.D., Minister-in-Charge
11 a.m.—"CURATIVE OR PREVENTIVE RELIGION"
7.30 p.m.—"LONELINESS IN THE MIDST OF PEOPLE"
[illegible]

Norwood Regular Baptist

9414 111th Avenue
Pastor, REV. G. R. DAWE, B.Th.
11 a.m.—Morning Worship
7.30 p.m.—Evening Service
[illegible] and Reception of New Members
The Pastor will preach at both services

Tuesday, Wednesday, Thursday, July 6th to 8th
Annual Convention Rally of the
Regular Baptist Missionary Fellowship
Commencing Tuesday, 8 p.m.
Services Daily 10 a.m., 2.30 and 7.45 p.m. — Public Cordially Invited

CITY TEMPLE OF SPIRITUALISM

9315 103A AVE.
Sunday, 7:30 p.m.—Rev. J. Gargett
Friday, 8:00 p.m.—Open Circle

The Presbyterian Church in Canada

McDougall United and First Presbyterian Churches will worship together
for the months of July and August,
also first Sunday in September.
Services for July and 1st Sunday of August will be held—
11 a.m.—First Presbyterian Church
7.30 p.m.—McDougall United Church
Rev. J. MacBeath Miller, M.A., B.D., will be in charge
Mr. [illegible] of music.

SUNDAY, JULY 4th—Independence Day Services
Guest Preacher—H. Major Chaplain Willis Bergen, B.D.
Supervisory Chaplain N.W.S.C., Whitehorse
11 a.m.—"The Four Freedoms"
Soloist: Mr. Frank Williams
7.30 p.m.—"The Flight from the Realities of War"
Soloist: Mrs. D. McKecnnie
All are welcome. American soldiers and civilians are especially invited.

St. Andrew's

117 Avenue and 86th Street
Minister: Rev. H. Douglas Stewart, B.A.
[illegible]

Strathcona

104th Street and 81st Avenue
[illegible] K. F. McKenzie
[illegible] "The Silence of God"
[illegible] Sunday School

Westmount

[illegible]

Rupert Street

[illegible]

CLOSING DAY

Peirce Evangelistic Campaign

REV. PEIRCE

11:00 a.m.—"EAT MY FLESH"

7:30 p.m.—
"JESUS CHRIST MAY COME IN THIS GENERATION"

EDMONTON PENTECOSTAL TABERNACLE

[illegible]
MRS. A. M. MALLORY IN CHARGE

Church News

Sunday Preacher

H. Major Willis Bergen, B.D., chief chaplain of the Northwest Service Command, who is to be guest speaker at services Sunday in First Presbyterian and McDougall United Churches. At the 11 a.m. service in First Presbyterian Church, Maj. Bergen's topic will be, "The Four Freedoms". At the 7.30 p.m. service in McDougall United Church, his subject will be, "The Flight from the Reality of War". McDougall United and First Presbyterian Churches have joined congregations for the months of July and August, and the first Sunday in September.

Sermon at Strathcona Presbyterian church, 104 street and 81 avenue will be "The Silence of God". At 10 a.m., Sunday school services will be held.

At Christ Church, (Anglican) 12110 102 avenue, Holy Communion will be celebrated at 8 a.m. Sunday, followed by Choral Communion at 11 a.m., and Evensong at 7.30 p.m. The sermon at evensong will be entitled, "Hope for the Worst."

FIRST BAPTIST CHURCH

102 Ave. and 102 St.
Minister—REV. DANIEL YOUNG, B.A.
Director of Music,
Mrs. F. Barber Smith, L.I.S.M.
11.00 a.m.—Guest Speaker
REV. S. M. HIRTLE
Topic: "No More Than We Ought"
Duet: Mrs. R. P. Chubb and A. O. Wetmore
7.30 p.m.—Guest Speaker
REV. S. M. HIRTLE
Topic: "God Speaks"
[illegible]

AUGUSTANA LUTHERAN CHURCH

9901 107th Street
REV. J. ARVID VIKMAN, Pastor
Res. 10324 82 St. Ph. 25961.
Student Grant Carlson, Assistant
[illegible] Bible Class
10.30 a.m.—Confirmation Services
7.30 p.m.—Holy Communion
Preparatory Sermon by the Pastor

The Edmonton Prophetic Forum

(Undenominational)
[illegible]
THE CENTRAL MASONIC TEMPLE
10318 100th Avenue
Sunday, July 4th, 11 a.m.
Conducted by
ERNEST C. MANNING
3 p.m.—"The Lamb With Two Horns"

The Edmonton Fundamental Baptist Church

[illegible]

SAVE! SAVE!

[illegible]
THE SALVATION ARMY

TODAY'S MESSAGE

An Editorial Reprinted by Request from Moody Monthly.

"How One Church Does It"

BLESSED is the church whose pastor is able to lead the people to do the unusual in these unusual days. Yes, and blessed is the pastor with a responsive church ready to attempt to deal with the new responsibilities of this strange day. Too many churches are in a rut. Someone long ago said that a grave is only a rut made deeper!

We should like to recite here the experience of one church in reaching the men of the armed forces. Of course every church cannot do this, but churches in towns and cities near training centres may be able to adopt and adapt the plan. Anyway it may encourage the thinking of pastors and people to the end that the unchurched may be reached in some ways that are different.

While the experience recorded here has to do with men in uniform, certain variations could be applied which might make it fit the areas of industrial expansion. Perhaps in this case it would mean the organization of the church to canvass the community, and cars to pick up children for the Sunday school.

And now for the story. The South Hollywood (Calif.) Presbyterian Church is located some three miles from the centre of Hollywood. That city attracts thousands of soldiers every week-end. They go to see the chain broadcasts and to visit movie studios, and sometimes to have pointed out to them the homes of the second, third, fourth, and fifth wife of such and such a movie star!

Naturally Sunday morning is not a busy time for such a group. Hollywood warms up and opens up around noon, but the morning means strolling the boulevard.

Rev. Robert Munger, the young pastor, saw this teeming uniformed crowd, and, like his Master, was moved with compassion. He laid the matter on the hearts of his people and some of them responded in this fashion.

Each Sunday morning at 10.30, cars leave the church, generally with two occupants, to visit the boulevard and to invite young men to get in and go to a church service. These workers from the church go to the centres where the men congregate—the U.S.O., Y.M.C.A., N.B.C. and C.B.S. studios, etc. A kind and gentle invitation is given and they are escorted to the church.

The writer visited this church [illegible] weeks after the plan was initiated. He found the results to be as follows: Each Sunday some fifty to seventy-five men respond to the invitation and attend. Out of this number about twenty-five each Sunday morning have made a public confession of Christ as Saviour.

Of course, this young pastor knows and proclaims the gospel, and he doesn't think it beneath the dignity of the Christian minister, or the Sunday morning service, to state in simple terms God's plan of salvation and to give a quiet but persuasive and definite invitation.

One feature greatly appreciated by the boys is the offer to write home to mother, wife, or sweetheart, telling them of their church attendance and other things. Forty or more cards are sent out each week to such loved ones.

The men are [illegible] avowal meant. The surprising thing is that only a small percentage of those responding had attended church before entering the service. One morning out of the entire group there was only one church member or regular attendant.

Concerning Mr. Munger, we would only say we wish other ministers would see as he has seen the dignity and glory of evangelism in the local church and would adapt their methods (no change in message is needed) to present-day opportunities. Yes, Mr. Munger is a college and seminary man. He also had a year at the Moody Bible Institute.

May God continue to use pastor and people of the South Hollywood Presbyterian Church and may He use this editorial to arouse churches and their leaders to see that the fields are white unto the harvest.

Sunday services will conclude a three-week evangelistic campaign being conducted by the Peirce Evangelistic party at the Edmonton Pentecostal Tabernacle, 10_ street near Jasper. The campaign has featured unusual and challenging addresses by the Rev. and Mrs. Willard C. Peirce and Miss Eileen [illegible] the Tabernacle congregation as its personal representative in the mission fields of India where she has spent some seven years. At the morning service in the Tabernacle, Mr. Peirce will speak on "Eating My Flesh" and will officiate at a Communion service. At the evening service at 7.30 p.m., the evangelist will speak on "Jesus Christ May Come in This Generation" [illegible] both morning and evening services.

ANGLICAN (EPISCOPAL)

Holy Trinity Church
Cor. 101 St. and 84 Ave.
REV. W. M. NAINBY, B.A., L.Th., Rector
8.30 a.m.—Holy Communion
11.00 a.m.—Holy Communion and Sermon
7.30 p.m.—Evensong
The Rector will preach
[illegible]

ANGLICAN CHRIST CHURCH
12110 102 Avenue
Phone 81118
Rector REV. E. E. OTTLEY, B.A., L.Th.
8.00 a.m.—Holy Communion
11.00 a.m.—Choral Communion
[illegible]

St. Stephen's Church
96 St. at 103 Ave.
[illegible]

All Saints Cathedral
(EPISCOPAL)
Rev. Canon A. M. Trendell, Rector
Rev. W. W. Buxton, Assistant
8.00 a.m.—Holy Communion
11 a.m.—Matins and Sermon
7.30 p.m.—Evensong and Sermon
[illegible]

St. Matthew's
Riverdale
ANGLICAN
REV. CANON J. C. MATTHEWS
[illegible]

ROBERTSON—WESLEY

United Services for July and August
[illegible] CANADIAN-AMERICAN PATRIOTIC SERVICE
[illegible] IN ATTENDANCE
[illegible]

The British and Foreign Bible Society

[illegible]

BIBLE HOUSE, 9939 Jasper Ave., Edmonton

Sunday Services at St. Stephen's Anglican Church, 96 avenue and 103 street, will be Holy Communion, 8 a.m.; Sung Eucharist and sermon, 11 a.m., and Evensong, 7.30 p.m. Canon J. C. Matthews, rector of St. Stephen's, will preach at both services.

Topic of Premier Ernest Manning at the Edmonton Prophetic Forum, Sunday morning at 11 a.m. will be "Is There Anybody Here". At 3 p.m. the topic is to be, "The Lamb With Two Horns", and at the evening service, "Alpha and Omega". Services of the Prophetic Forum are held in Central Masonic Temple, 10318 100 avenue.

"God" is the subject of the lesson-sermon at all Christian Science churches, Sunday. The Golden Text is Isaiah 33:22, and one of the Scriptural citations, "Give ear to my words, O Lord, consider my meditation", from Psalms 5:1. One of the co-relative passage from "Science and Health with Key to the Scriptures" by Mary Baker Eddy, is "The Father in secret is unseen to the physical senses, but He knows all things and rewards according to motives, not according [illegible]. No evening services will be held during July and August by the Edmonton First Church of Christ, Scientist. The Sunday services will be held at 11 a.m.

Topic at the 11 a.m. service at the Salvation Army Citadel, 102 street just south of Jasper, will be "Not Taken But Kept". At 7.30 p.m., a memorial service will be conducted for the late Harry Wingfield. The citadel songsters will sing, "The Sands of Time," and the evening topic will be, "Keeping Faith".

Services in Norwood Regular Baptist Church 9414 111 avenue, Sunday will be morning worship at 11 a.m. and evening service, 7.30 p.m. At the evening service Holy Communion and reception of new members of the church will take place. The pastor, Rev. G. R. Dawe, B.Th., will preach at both services. On Tuesday, Wednesday and Thursday, July 6 to 8, the annual convention of the Regular Baptist Missionary Fellowship will be held, starting Tuesday at 8 p.m. Sessions will be held daily at 10 a.m., 2.30 p.m. and 7.45 p.m., and the public is cordially invited to attend.

Guest Speaker at First Baptist church, 102 avenue and 102 street [illegible] S. M. Hirtle. His topic will be, "No More Than We Ought". Mrs. R. P. Chubb and A. O. Wetmore will sing a duet. At the evening service, Mr. Hirtle will also speak, his topic being "God Speaks". Robert Shaw will be soloist at this service.

No evening service is to be held at St. Andrew's Presbyterian Church, 117 avenue and 86 street, this Sunday. Morning worship will be held at 11 a.m. and Sunday school at 12.15.

The British and Foreign Bible Society and the National Bible Society of Scotland, as a humble tribute to the brave fellow-Christians of Norway, have made a gift of 5,000 Bibles to the Norwegian government. The Bibles were accepted by that government on behalf of the Norwegian Bible Society, and will be sent to that country as soon as it is set free. The following [illegible] Norwegian churches, according to the Bible Society: "We declare it is our highest duty to God and to man to preach God's word entire and [illegible] for our salvation after death without regard to [illegible] We proclaim the freedom of the word of God and we declare that we are bound by that word."

The Rev. J. Gargett will speak at the Sunday service at the City Temple of Spiritualism, 9315 103A avenue [illegible]

Christian Science

FIRST CHURCH OF CHRIST, SCIENTIST
[illegible]
Sunday Service at 11.00 a.m.
GOD
[illegible]

The Salvation Army

[illegible]

Sunday 11 a.m.

Robertson United Church

Rev. Murdoch MacKinnon [illegible] assisted by His Honor Lieut.-Gov. J. C. Bowen and American [illegible]

1260 on Your Dial

City Minister Urges Churches On Alaska Road

WINNIPEG, July 3.—(CP)—Establishment of churches along the Alaska Highway was advocated by Rev. W. C. Smalley of Edmonton, general secretary of the Baptist Union of Western Canada, in annual convention here.

Mr. Smalley said a field had been opened for churches as well as industry along the northern highway.

He told the convention an inter-church committee, representative of the Baptist, Anglican, Presbyterian and United church, would be formed to care for the spiritual need of the workers.

In his annual report, Mr. Smalley recommended appointment of a committee to study post-war reconstruction and rehabilitation plans. He also recommended a committee to re-examine organization of union, and that appointments be made to an all-Canada commission as recommended by the Ontario-Quebec convention.

Rev. J. E. Harris of Lethbridge reported that war conditions and a shortage of ministers had tended to decrease evangelism in the west.

It was announced that Rev. Keith Daniels of Toronto had been appointed director of church schools and young people's work. He succeeds Rev. T. B. McDormand, now editor of Canadian Baptist publications.

—V—

2 Million Troops Moved Overseas With Loss of 200

WASHINGTON, July 3—(AP)—Elmer Davis, United States director of war information, said last night the British, Canadian and American navies could be proud of the fact that 2,000,000 American troops had been transported overseas "with less than 200 lives lost in the process."

Saying in his regular weekly summary of events that the German submarine campaign had "failed," Davis said even Nazi Propaganda Minister Goebbels admitted the British and Americans have enough shipping and fighting men to land anywhere on the continent that they want to.

—V—

Claim Gen. Giraud Reorganizes His "Private Cabinet"

ALGIERS, July 3—(AP)—Gen. Henri Giraud, just prior to his departure for Washington, reorganized his "private cabinet," it was announced officially yesterday.

(The wording of this dispatch suggested that Gen. Giraud might already be en route to the United States.)

Brig.-Gen. Rene Chambre, his former minister of information, was appointed chief of the military cabinet, replacing Col. Francois de Linares, "who was called to other duties." Guillaume George-Picot was appointed chief of the civilian cabinet.

—V—

Westmount Presbyterian and United churches will combine for July and August with Andrew MacKenzie [illegible]. At the 11 a.m. service in Westmount United Sunday, the topic is to be "The Voice of the Eternal".

Robertson and Wesley United churches will also unite for July and August services, and the services are to be held in Robertson United church, 102 avenue and 123 street. At 11 a.m., a Canadian-American service will be held this Sunday, and members of the United States Army Air Forces will be in attendance. The Rev. Dr. Murdoch MacKinnon, D.D., and U.S.A. Base Chaplain Mabry will be in charge, assisted by His Honor, Lt.-Gov. J. C. Bowen, and American Vice-Consul George L. Tolman. American citizens are cordially invited to this service.

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SHAMPOO, FINGER WAVE and MANICURE Reg. $1.50 combination service	1.25
BAY'S "CREAM-OIL" MACHINELESS PERMANENT WAVE with FEATHER CUT. Reg. 7.00 value	5.95
"AIVLYS" OIL CROQUIGNOLE PERMANENT. Reg. 7.50 wave	6.95

BAY'S Beauty Salon, Second Floor

McCoy Health Service

Self-poisoning or auto-intoxication refers to that state which results when toxins or poisons generated within the body are uneliminated.

During life, an endless breaking down process is going on which continues to produce certain waste products to be gotten rid of through the eliminative channels of the body. When elimination keeps pace with production a balance is maintained and health is the result. When elimination is slowed down, the waste materials tend to accumulate and health is thereby lowered.

The self-poisoned state is often produced because of a waste of nervous energy which means there will not be enough nerve force to operate the eliminative functions properly and the normal wastes of the body will not be thrown out rapidly enough, but will remain in the tissues to interfere with normal functioning.

Constipation exists in nearly every case of auto-intoxication. The retained toxins are frequently absorbed through the intestinal wall, thus passing directly into the blood. This passage is favored by colitis and other disordered states of the colon.

Probably one of the reasons why the enema appears to be of such great value in these cases is that it keeps the colon clean and thus prevents further absorption.

Inasmuch as self-poisoning is caused by the keeping within the body of materials which should have been eliminated it stands to reason that it is best relieved through measures which speed up elimination. Therefore the main thing to keep in mind in trying to overcome this condition is to do everything possible to get the eliminative organs more active.

When you have accumulated material within a room which you wish to discard, you have got to take it out through a door or a window—the same is true in the body. To get rid of undesirable products you have got to remove them through one of the openings which are provided.

The fasting treatment will be found of great value, as during the fast the body is throwing out wastes possibly four or five times as fast as when food is being taken. The energy formerly directed to the handling of food then becomes available for excretion and elimination in this way hastened. During the fast it is a good plan to use the enema at least once a day, to secure the best results.

The fast may be made even more valuable by the drinking of an abundance of water which will increase the kidney elimination.

Daily sponge or shower baths are desirable in stimulating the skin elimination. In addition, deep breathing exercises should be practised for the purpose of ridding the body of further wastes which are thrown out in a gaseous form.

After the fast, the patient should follow a simple diet in an attempt to provide the body with only that amount of food which it will assimilate and make use of. If constipation persists, it should be corrected by appropriate measures.

Those wishing for additional help are welcome to send for Dr. McCoy's article on AUTO-INTOXICATION.

All questions regarding health and diet will be answered. Large, stamped, self-addressed envelope must be enclosed. Write on one side of paper only. Letters must not exceed 150 words. Address McCoy Health Service, The McCoy Building, 1151 West 6th Street, Los Angeles, Calif.

—V—

Members Wed

AUCKLAND, July 3—(CP)—Two members of the house of representatives, Mrs. Mary V. Grigg and William J. Polson, were married here. Mrs. Grigg, widow of Major A. N. Grigg, M.P., M.C., won the Mid-Canterbury seat which her husband held up to the time of his death on active service with the New Zealand army.

JUNE, 1943

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JULY, 1943

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AUGUST, 1943

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Edmonton Bulletin

Your Bulletin Want-Ads Reach 70,000 Readers Daily

SECOND SECTION — EDMONTON, ALBERTA—SATURDAY, JULY 3, 1943 — PAGE THIRTEEN

Canadian, U.S. Anniversaries Observed at Banquet

Speakers at Gathering See Nations Advancing Side by Side After War

Described as a unique and memorable demonstration of international friendship and trust 250 American and Edmonton citizens gathered at the Macdonald on Friday evening for a joint celebration of Dominion Day and Independence day.

The bonds of friendship and comradeship that have existed between the two nations for more than 100 years were further strengthened by the "understanding and confidence" that exists between the peoples of Canada and the United States, engaged here on their mutual effort to overthrow dictatorships and restore to all nations the liberties of demoncracy

"Together we have made great strides which will have far reaching effects both in war and in peace. Our mutual effort in your country is not an experiment in governmental co-operation. We continue to write and talk about our banded interests as though there were some doubt about them. The facts are obvious, we are unalterably allied by all of the things which go to make us great races," H. W. F. Riley, representative of the War Production Board stated.

"Understanding and confidence exists. Let us make them the bed-rock foundation for our independent and inter-dependent planning of our sovereign and independent nations," Mr. Riley stated.

GOVERNOR SPEAKS

Governor E. H. Gruening of Alaska, the principal speaker at the banquet, expressed deep appreciation at the hospitable welcome he had received in Edmonton. He said he was impressed at the unprecedented meeting. "We know what this meeting is going to mean in the future in the military and economy sense, but I would ask you to think of this meeting in its spiritual sense

Continued on Page Twenty-Three

I Saw Today

NEIL D MACLEAN, K.C.

entering the McLeod Building and exchanging greetings with a friend.

AND

Kitty Kinnaird smiling at a friend in the central section of the city; **Tom Douglas** entering the Blowey-Henry Building in the early hours of the business day; **Patricia Conroy** in the central section of the city; **Bill Kensit** partaking of some light refreshment at a popular main stem restaurant; **Mrs. Harold Hartley** observing traffic signals at Jasper and 101 street; **Frank Hooper** conversing with a friend at Jasper and 103 street; **Sally Jacobson** giving her view on a variety of subjects to a friend at Jasper and 101 street.

Cpl. Alexander Laughland, R.C.A.F., 41 years old, died in Edmonton Saturday. He leaves one brother in Wanham, Alberta, where burial will take place. Flt.-Lt. McLennan, No. 3 "M" depot, R.C.A.F., Edmonton, will officiate at burial services in Wanham. Connelly-McKinley are in charge of arrangements.

The Inquiring Reporter

THE QUESTION

Are you finding the meat ration sufficient for ordinary requirements?

THE ANSWERS

PERCY TALBOT, clerk: I have not heard any complaints from the wife so I guess she is making out O.K. I have not noticed any decline in the meat placed on our table, and therefore I can't grumble

MARY FRASER, housewife: I have no kick on the ration, although it means that I am not able to get bacon and a roast in the same week. Otherwise I am able to manage alright

WILLIAM THOMPSON, miner: As a single miner having to take my dinner to the mine the regulation works a hardship. Ham is the usual food for making sandwiches, and it takes the entire ration to get the meat necessary for the dinners through the week. This does not leave any coupons for a second meat meal. This second meat meal is an absolute necessity for men engaged in the strenuous work of mining

Dance AT THE COOL BARN TONIGHT

Ladies Must Be Accompanied By Gentlemen Escorts

Sale of Watches

THE NEWEST Military Wrist Watch Round dial with sweep second Your choice. Special $7.96

SPECIAL 15-JEWEL, 100% water, shock and dust-proof. Reg. $30.00 Sale Price $19.95

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No Dance Monday — Regular Dance Tuesday

NOT OUT OF BOUNDS TO SERVICE MEN

CANADA NEEDS A PARTY OF COMMUNISTS!

Hear TIM BUCK

MOOSE TEMPLE

FRIDAY, JULY 9th — 8 P.M.

Visiting City

J. L. Bolocan, general manager of the Army and Navy Department Store, Vancouver, who is in Edmonton on a business trip. He is staying at the Macdonald hotel. Before going to Vancouver, Mr. Bolocan was manager of the Edmonton store.

21 Albertans Are Graduated At Vermilion

After having completed a full month of "basic training" one hundred and twenty-one members of the Canadian Women's Army Corps graduated today from No. 2 C.W.A.C. Basic Training Centre at Vermilion, Alberta.

Upon completion of their basic training these women are posted to various units and military establishments throughout Canada, thus releasing men for active service overseas.

Of the 121 girls graduating 21 of the girls are from Alberta points.

The complete list of Alberta graduates, all privates, is as follows: Calgary, Janet M. MacLeod; Edmonton, Dorothy E. Cameron, Audry H. Spratt, Pearl E. Leslie, Gwyneth Williams; Lethbridge, Doris A. Fransen, Phyllis M. Tilley, Myrtle M. Vath; Medicine Hat, Katherine G. Squance; Wetaskiwin, Effie P. Carmichael; Blairmore, Margaret P. Miller; Camrose, Antonia Schneider; Edson, Jessie L. Mills; East Coulee, Nancy Norton; Hilliard, Olga Worock; Okotoks, Helen A. McKay; Peace River, Dora Harris; Red Deer, Jean Smethurst; St. Paul, Blanche Cooknell.

Air Officials Confer in City

Air Vice-Marshal A. T. Cowley, air member for organization at R.C.A.F. headquarters, Ottawa, arrived in Edmonton Friday afternoon from the east with a party that included several leading representatives of the United States Army Air Force from Washington.

A joint conference between representatives of the two allied air forces on planned changes and expansion of facilities along the Northwest Staging Route, between Edmonton and Whitehorse, is being held.

R.C.A.F. officers here attending the conference, include Group Captain C. A. Davidson, chief works officer for No. 4 Air Training Command, and Wing Commander J. W. "Packy" McFarlane, commanding officer of the Northwest Staging Route.

ARP Meetings

For the week commencing July 5.

Wednesday

North Edmonton School. First aid.

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Reserve Army Units Leave Saturday Night for Annual Training at Sarcee Camp

Edmonton Reserve Army units with 700 of all ranks are taking one last look around the city prior to their departure tonight for two weeks under canvas at Sarcee Camp. The men leave for their two-week camp session, and while they won't see the bright lights of Edmonton for two weeks, they will be so busy the lights won't be missed.

Two weeks in the open will bring a husky tan to the businessmen-soldiers, some of whom have been so busy at their offices, the army camp will be the first holiday in the open they have had this year.

Naturally, the time and place of departure of the reserve troops from the city is a military secret. But it is understood martial music and the tramp of military boots will be heard in the vicinities of the local armories, and on the down-town streets, any time after 10 p.m.

It is also well known that officials of "the world's greatest transportation system" are getting ready for a bumper crowd of well-wishers. Flag-waving, band music, shouted good-byes and sergeants' roaring commands, not to mention the odd embrace, are expected to be the "order of the day" as a certain (censored) pulls out of the (censored) at (censored) p.m.

IN TWO SECTIONS

Sarcee Camp will be divided into two periods this year, the first from July 4 to July 18, and the second from July 18 to August 1. Edmonton Reserve units will be represented at both these periods.

Under command of Lt. Col. Hugh Pearson, M.C., 200 officers and other ranks of the 2nd (Reserve) Battalion, Edmonton Fusiliers will attend the first camp. More than 300 officers and men of the 2nd (Reserve) Battalion, Edmonton Regiment, under the command of Lt. Col. R. Walter Hale, M.C., officer commanding, also will attend. This second group will include men from Grande Prairie and [illegible] points, as well as from Edmonton.

OTHER UNITS

Other units attending the first camp from Edmonton will be the 61st Field Battery, R.C.A.; 4th Casualty Clearing Station and 13th Field Hygiene Section, R.C.A.M.C.

At the second camp the 1st Armored Divisional Workshop Company, R.C.O.C.; the 4th Armored Divisional Troops Company, R.C.A.S.C.; and small detachments from the Edmonton Regiment and the Edmonton Fusiliers will be present.

About 150 members of the R.C.A. cadets will go under canvas for 10 days. The cadets will be from Edmonton schools and the cadet corps of the 2nd Battalion, Edmonton Regiment.

Members of the No. 12 Edmonton Squadron Air Cadets of Canada will receive training at two schools at No. 36 Service Flying Training School, R.A.F., Penhold, and No. [illegible] Service Flying Training School R.C.A.F., Calgary. In command at Calgary will be Cadet Flt. Lt. Cyr. [illegible] Cormick and at Penhold P.O. R. Malloy, assisted by P.O. V. L. Scott, M.M. The training periods will be for 10 days starting Thursday.

Sea cadets from H.M.C.S. Nonsuch are receiving training at Kapasiwin camp during the first week of July and will receive further training the first week in August with Cadet Lt. Cmdr. T. Campbell in charge.

Around The Town

The Royal Canadian Sea Cadets will parade Tuesday and Friday, 19.30 hours, at the Naval Barracks.

Twenty panes of glass were reported to city police as having been wilfully broken at Spruce Avenue school, Friday, by John M. McAfee, superintendent of school buildings. Authorities are investigating.

Post of travelling missionary of the Lutheran Church on the Alaska Highway has been taken by Rev. M. Jones of Michigan. Rev. Jones will take up his new duties at once, it was reported by the Alberta and B.C. district of the Missouri Synod. The Lutheran synod in Canada has two chaplains on active service, one in the army and the other in the air force.

Regular bi-monthly meeting of the Social Credit Constituency Association, scheduled for Monday evening, July 5, in the Social Credit hall, 9974 Jasper avenue, has been postponed, it was announced Saturday. The meeting will be held Thursday evening next, July 8, when Hon. Solon E. Low, provincial treasurer and minister of education, will speak on "Refunding of Alberta's Debt."

A ton and a half of fat to "fry the Axis" was collected at three Edmonton theatres Saturday morning, when school children co-operated in the city's second fats drive. Two pounds of fat per child was admission price to the Capitol, Strand and Rialto theatres, and a total of 1,700 children attended the three shows. "Westerns" and shorts were shown. Bill Wilson, manager of the Garneau theatre, was in charge of arrangements.

Inspecting military hospitals in western Canada, Brig. R. M. Gorssline, D.S.O., Ottawa, inspector of military hospitals for the Canadian Army, arrived in Edmonton on Saturday. He is a guest at the Macdonald hotel. He said that during his stay at Edmonton he would inspect military hospitals here, at Camrose, Vermilion, and Wainwright. He said that the health of the Canadian soldier is excellent, that there is little sickness amongst them, and that the hospitalization facilities at all camps inspected have been excellent, and that they are well operated.

William Carnill, selective service officer said Friday that an arrangement by which teachers may be placed in positions for the extended summer holiday, has been worked out with a delegation representing Alberta Teachers' Association. Several teachers will be ready for farm work, if they so desire it, and many are already making direct contact with farmers for this purpose, he explained. According to selective service officials, teachers are urged to do farm work, but if they are physically unfit, or if they are trained to do some other essential work, they are not asked to go on the farms.

Committees of the Edmonton School Board will meet Tuesday, July 6, at 8 p.m., in the Board room, 510 Civic block, when regular business will be conducted.

Making an inspection tour of western Canada, Col. W. Laurie, Ottawa, director of signals, department of national defence, arrived in Edmonton Saturday. He will spend several days here before leaving for the Pacific coast. He is a guest at the Macdonald hotel.

Nison Pakes, 10589 103 street, received a slight cut on his forehead about 3.15 p.m. Friday, when he was thrown against the windshield of his truck after the vehicle had been struck by another operated by David Anderson, 12776 117 street, at 109 street and 103 avenue.

Governor Ernest H. Greuning of Alaska left Edmonton Saturday morning by transport plane for Juneau, after a two-day goodwill visit to Edmonton. The governor was accompanied by H. W. E. Riley, representative of the United States War Production Board. Mr. Riley will make a personal inspection of the Alaska Highway area.

Veteran of the Battle of the Atlantic, where he won the D.S.C., Lt. R. M. Bell has arrived in Edmonton to go on duty at H.M.C.S. Nonsuch, the Edmonton naval establishment. Lt. Bell served in the Royal Navy for a time along with Lt. Rodney Pike of Edmonton. It was during a voyage along the perilous route to Murmansk that Lt. Bell won the D.S.C.

Seven boys, when questioned about the ripping of a car upholstery and taking a carburetor from the vehicle which was parked at the South Side Service Station, 82 avenue and 99 street, during Thursday night, admitted committing the offence and agreed to pay for the damage. The car belonged to one of his customers, George Wood, proprietor of the service station said, and he had previously warned three youths to stay away from it. Investigating, it was learned through another youth, that seven boys had been responsible for the damage.

Mrs. W. H. Owen, for 28 years Edmonton's "weather lady", has retired from her post. Upon leaving her position Wednesday, she said that although she enjoyed every minute of her work and felt sorry to stop, she thinks Edmonton is growing too big a city for her to run its meterological service. No one will replace Mrs. Owen. Instead the meterological station will be closed down, and airport weather observers will carry on the important task formerly so capably done by the "weather lady."

The Bishop of Edmonton, the Rt. Rev. W. F. Barfoot, leaves today for a visitation of rural churches. He will spend the month of July in the north-easterly part of his diocese visiting as follows: week of July 4—in Kitscoty, Blackfoot, Islay and Golden Valley; week of July 11—Clandonald, Landonville, Irwinville, Derwent; week of July 18—Rife, Glendon, Ashmont, Grand Centre, Cold Lake, Soda Lake; week of July 25—Vegreville, Manville, Stellaville, Chailey. During the month of August, the bishop will make a visit of other rural areas.

Lees Dental Laboratory

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1 Door North of Rialto

Makes Changes

R. M. Putnam, head of the extension branch, Alberta department of agriculture, who announced staff changes Saturday. Besides his duties as head of the extension service Mr. Putnam is chairman of the Alberta "Farm for Victory" Committee, which has drafted a wartime farming program for the province.

Government Makes Changes in Staff

Staff changes in the extension branch of the department of agriculture [illegible] R. M. Putnam, head of the extension service.

R. D. Price, extension [illegible] of the department [illegible] agriculturist work at [illegible]

William Main, Calgary, who graduated from the University of Alberta in agriculture in 1941, will take over duties left by Mr. Price. The changes are effective immediately.

Getting Around with Jack DeLong

The theory that the Japanese on Kiska Island, now outflanked by the capture of Attu, can be starved out, gains little support from members of Governor Gruening's party, in Edmonton Friday from Alaska.

Some of the best salmon fishing in the world lies in the waters of the North Pacific, surrounding the bleak Aleutian chain, these Alaskans point out.

The standard diet of the Jap soldier is fish and rice. In a pinch he can get by on fish alone.

• • •

In the summer there is also an abundance of edible water fowl on the Aleutian islands.

But a fair-sized army needs a lot more than food. With the island blockade both by air and sea drawn tight, the plight of the Jap defenders will become desperate when winter comes, the Alaskans predict. That is, if Japs are still there when winter comes.

Some supplies can be brought in by submarine but submarines can carry very little in the way of munitions and heavy war equipment, it is pointed out.

With the capture of Attu the Americans now have good air bases both to the east and west of Kiska.

• • •

It is unlikely that fog will keep planes grounded on east and west bases at the same time. As a result Kiska can now be kept under almost continuous aerial siege. The Jap on Kiska is in a bad spot.

Governor Gruening made a tour of his vast territory last winter that will not likely soon be equalled by any other governor anywhere.

With a small party, the hardy governor flew and mushed thousands of miles in the bitter cold of a record-breaking winter to see for himself just what the condition of the Alaskan defences was. He visited the remote Diomede Islands and worked his way around to the bleak Arctic coast of Alaska.

His party "want [illegible] foods.

Governor Gruening is a "tough" leader in a "tough" country at a particularly "tough" period. And this is a fortunate state of affairs for Alaska. And to we Canadians too.

To the many American servicemen and civilians, far from their homes, who observe the glorious Fourth tomorrow, we say: Happy [illegible]

—V—

Billy Bourier, 16 years old, of St. Albert, an employee at the airport, received minor back injuries Friday afternoon when he was hit by a moving machine. Admitted to Royal Alexandra hospital at 4.45 p.m., the youth's condition was said to be not serious.

Rationing Regulations Produce Many Confusing Paradoxical Situations

By STANLEY WILLIAMS

While the Canadian rationing system as a whole is operating in a satisfactory manner, there remains much to be cleared up in the individual application of the ration regulations.

This is the opinion of this Edmonton Bulletin reporter, who has spent the last week inquiring into the effect of rationing on the consumer public.

Here is what was found:

1. That there are almost as many interpretations of rationing regulations as there are outlets for goods. [illegible]

2. The [illegible] and so on.

3. There should be some more definite check against over-buying and hoarding of scarce commodities.

Butter and ice cream are causing both the eating-houses and customers much grief. What seems to [illegible] are not in agreement on the [illegible]

In a popular Jasper avenue eating house Wednesday a cup of coffee and a toasted bun was requested. [illegible]

NOT LIKELY

It does not seem possible that the [illegible] served without [illegible]

In the same eating house, at the same time, a second waitress served [illegible] toasted buns with butter. While one waitress was ex[illegible] butter was not allowed on

Continued on Page Seventeen

Edmonton Youth Loses His Life In Mackenzie

Ernest Emil Leclair, 18-year-old son of Mr. and Mrs. E. Leclair of 12603 127 street, a civilian employee with the United States Army Air Forces Transport Command was drowned in the Mackenzie river two miles below Fort Fitzgerald on Thursday, it was announced at Transport Command headquarters today.

The young man was a flight engineer on a single engine aircraft on [illegible]

Leclair, as the plane was man[illegible] the pontoon drawing into shore he stepped off the float into the [illegible]

[illegible] of the plane was John F. Jenson of Minneapolis and there [illegible]

[illegible] end.

—V—

Archibald Reynolds, Malvern's last horse cab driver, has retired at the age of 77. He never had an accident in his 60 years as a cabby.

Johnstone Walker Limited

Store Hours 9:30 a.m. to 5:30 p.m. Phone [illegible] — Ask for Dept.

Look Fresh as a Daisy in Cool Tubable Cottons

Styled to Serve for Almost Every Summertime Occasion

6.95 7.95 8.95

[illegible]

Priced at 6.95, 7.95 and 8.95

Commencing Monday, July 5th

Johnstone Walker's Will Close Daily at 5:30 p.m.

Except Wednesdays, When Store Will Close at 1 p.m.

New Alpine and Tropical Worsteds

For Cool Summer Suits—Skirts and Slacks

[illegible] 1.98

New Printed Slub Rayons

[illegible] 1.49

Johnstone Walker Limited 1886

Dodgers Hold Team Batting Edge in Senior Baseball League

Kelly Heads List in Batting With .444

The Bulletin's SPORT SHOW by Hal Dean

SPORTS EDITOR

JULY 4, 1943, promises to be a red-letter day in the history of baseball in Edmonton for there are circumstances in connection with the doubleheader being played at Renfrew Park tomorrow which make it [illegible].

It is, of course, the initial double bill of the year, which in itself will be a novel attraction for the fans, but it also marks the first time in history for two United States Army nines to be playing in a Canadian ball park, with one of the teams the home club in every sense of the word.

The Yanks not only hold a franchise in the four-club Edmonton Senior Baseball League, but they are popular with local fans and there is little doubt but that every one of the thousands who will be at Renfrew tomorrow will be pulling for them against the Great Falls boys.

DODGERS DOING BETTER

WHILE it may appear rather unusual for the last-place club in a ball league to be setting the pace in team batting, it is not surprising that the Dodgers have accomplished this feat in view of the way the Morgan crew has been banging the old apple around the last three games.

Nine, eight and 11 hits in successive games constitute reasonably stout slugging even although the Dodgers did drop two of the decisions—fielding averages probably explain the rest of the story.

The assist figures for team fielding [illegible] two leaders in the [illegible] standings are getting better support from the rest of the team than the hurlers for Hornets and Dodgers are receiving. The Aircraft Repair club has only made 24 errors, but the team has accumulated only 84 assists, one more than Dodgers.

FREDDY LUPUL GETS THERE

FRED LUPUL continues to be the hardest man to keep off the paths down at Renfrew. The Arrows left fielder-catcher is tied with Capt. Frank Wrigglesworth in runs scored with seven and although he has only made seven hits good for a batting figure of 241, Freddy certainly is not passing up other means of reaching the initial station.

Lupul has been walked nine times, his nearest competitors being Capt. Wrigglesworth and Harley Miller of the Yanks, both of whom have five walks. Lupul also has gotten to first three times via the hit-by-the-pitcher route.

Ed Gauf, of the Dodgers, tops the list for runs batted in with seven, one more than Jim Kelly of the Hornets, their leading batter and Morey La Vold of the Arrows.

Ralph Morgan, Dodgers and John Gullekson, Yanks, both have a pair of three-baggers to their credit. Ab Superstein of the Dodgers leads in stolen bases with four, one more than [illegible]

Playoffs Start Soon

Aircraft Repair League Ends First Section Sunday

First section of Aircraft Repair's [illegible] Fastball League ends this weekend with [illegible] teams practically certain of play-off positions. Final games in the [illegible]-game schedule are planned for Sunday at Diamond Park.

Second section of the big plane-overhaul plant's league gets underway Wednesday with a prospective 30 teams competing in four divisions. Two top teams in each division will meet winners of first section in championship series starting in mid-August.

[illegible] and Sheet Metal "Riveteers" are top teams in Night Shift mixed division. Fabric Shop [illegible] "Livewires" are ahead in Day Shift mixed division. Stores and [illegible] Shop "Jacobites" lead the [illegible] mixed [illegible] [illegible]

First section standings [illegible] Saturday [illegible]

Division "A" Mixed—	P	W	L
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
Stitches	3	2	1
Dope Gang	3	2	1
Metal Maulers	3	1	2
Bomber Sparks	2	0	2

Division "B" Mixed	P	W	L
Forty Ba[illegible]	6	[illegible]	[illegible]
Livewires	6	3	3
Woodpeckers	[illegible]	4	3
Tinbashers	6	3	3
Forty Niers	5	2	3
Hoodoos	6	2	4

Division "C" Mixed	P	W	L
Stores	4	4	0
Jacobites	4	3	1
[illegible]	[illegible]	[illegible]	[illegible]

Division "D" Mixed	P	W	L
Typhoons	4	3	1
[illegible]	5	3	2
D[illegible]esters	5	3	2
[illegible]	4	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

League Game at 1:30 p.m.

Great Falls Army Team To Play Yanks at Renfrew

GORE Field Hilltoppers, leaders in the Great Falls city baseball league [illegible] for their game against the Yanks at Renfrew Park on Sunday afternoon.

As originally planned the Dodgers will play their regular league fixture with Arrows starting at 1:30 and the second half of the doubleheader [illegible] two U.S. Army nines will follow immediately.

[illegible] league pitcher Jerry Johnston will be on the mound for the home club.

The game between these two teams, current leaders of their respective leagues, will also afford [illegible] brand of ball being played in the [illegible]

Fastball Practice

[illegible] Men's Fastball League will hold a practice tomorrow at 10:30 a.m. at Kingsway Park.

GIRLS

"OF COURSE, he's not going to grow up like his father. His father's always [illegible]"

Yanks Best Fielding Club In Circuit

CONTINUING to set the pace for hitting in the Senior Baseball League, Jim Kelly of the Hornets heads the list of those players who have taken part in at least four games with a tidy average of .444.

Ken McAuley of the same team is second with .429, while Ed. Gauf of the Dodgers is batting .385. "Skip" Phillips of the Yanks is fourth with .364 and Len Gabel, Hornets, and Hal Stafford, top man for the Arrows share fifth position with .333.

The Dodgers head the parade in team batting with an average of .215, eight points better than the Yanks. Arrows as a club are batting .204 and the Hornets .203.

The Yanks' fielding percentage of .942 gives the league leaders the edge in that department, while the Hornets are second with .923. Team fielding figures for the Arrows are .911 and for the Dodgers .907.

Kelly has also made the most hits to date—12, one better than John Gullekson of the Yanks and two above Morey La Vold of the Arrows and Ed Gauf of the Dodgers.

Fred Lupul of the Arrows and Capt. Frank Wrigglesworth are setting the pace with run-making, each having crossed the plate seven times and Ed Gauf has batted in seven runs to lead in that department. Kelly has driven in six and so has Bill Welch of the [illegible]

George Green of the Dodgers and Fred Lupul both have a home run to their credit.

Immediately following is a list of all players who have taken part in at least 4 games and hitting .200 or better:

	G	AB	R	H	Pct
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	.444
[illegible], Hornets	6	[illegible]	[illegible]	[illegible]	.429
Gauf, Dodgers	7	26	1	10	.385
Phillips, Yanks	6	11	1	4	.364
Gabel, Hornets	7	21	2	7	.333
Stafford, Arrows	8	12	1	4	.333
Green, Dodgers	[illegible]	[illegible]	[illegible]	9	[illegible]
La Vold, Arrows	9	32	4	10	.313
Gullekson, Yanks	9	36	5	11	.306
Paldwin, Yanks	7	[illegible]	[illegible]	9	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	2	6	[illegible]
Dunn, Yanks	7	24	[illegible]	[illegible]	.250
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Tougas, Dodgers	6	21	4	5	.238
Ornest, Dodgers	5	17	3	4	.235
Giles, Arrows	4	9	1	2	.222
Hackler, Hornets	8	33	5	7	.212
Noon, Dodgers	8	33	4	7	.212
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible], Hornets	4	[illegible]	2	3	[illegible]

TEAM AVERAGES

U.S. Army—	G	AB	R	H	Pct
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	11	1	4	.364
[illegible]	2	6	0	2	.333
[illegible]	[illegible]	[illegible]	0	1	.333
[illegible]	[illegible]	[illegible]	5	11	[illegible]
Ba[illegible], Harry	7	32	6	9	.281
Goodrich, Al	7	23	2	6	.261
[illegible]	7	[illegible]	[illegible]	[illegible]	[illegible]
Gray, John	7	15	1	3	.200
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	5	.156
Miller, Harley	9	28	5	4	.143
Konopka, Andrew	8	31	2	2	.065
[illegible], Tony	1	1	0	0	.000
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Arrows—	G	AB	R	H	Pct
[illegible], Max	2	5	0	2	.400
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	6	[illegible]	2	[illegible]
La Vold, Morey	9	32	4	10	.313
[illegible]	[illegible]	[illegible]	[illegible]	9	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	18	2	3	.167
Burns, Sam	8	14	2	2	.143
Cox, Ken	9	32	3	4	.125
Hawkes, Morris	7	16	2	2	.125
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Hornets—	G	AB	R	H	Pct
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
McLellan, G.	3	8	1	2	.250
Jones, Harry	2	4	1	1	.250
Hackler, D.	8	33	5	7	.212
F[illegible], Bud	4	15	2	3	.200
[illegible]	[illegible]	[illegible]	1	1	[illegible]
Stevenson, D.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Gillem, Mo	8	29	[illegible]	3	.103
McLean, Bud	6	12	0	1	.083
[illegible]	1	[illegible]	0	0	.000
McKinnon, D.	1	1	0	0	.000
Bridges	1	2	0	0	.000
Darrah, D.	1	3	0	0	.000
Lentz, Al	2	3	0	0	.000

Dodgers—	G	AB	R	H	Pct
[illegible]	[illegible]	26	1	10	.385
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

TEAM BATTING	G	AB	R	H	Pct
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible] FOR HOME USE

[illegible]

SPORTS BULLETIN

Star Catcher for Pats

Kay Heim Leaves Wednesday For Pro Softball League

By DON KILLIPS

KAY HEIM, the third local girl to be offered a contract to play in the All-American Girls' Pro Softball Circuit will leave Wednesday for Chicago, the league headquarters.

Miss Heim, catcher of the Army and Navy Pats, current leaders of the City Girls' Fastball League, will team up with Helen Nicol, former Pat star chucker now playing with Kenosha in the pro loop.

Kay is a most unusual and outstanding girl athlete. She started playing hard ball when only 12 years old and senior softball at the age of 14, still continuing the hardball.

She played hockey with the late Mr. McNeil's A.M.A. team as well as basketball on A. R. Lawrence's city club which toured northern Alberta several times. Kay also enjoys skating and swimming as a pastime.

Miss Heim has been with Clare Hollingsworth's Pats for six seasons, now playing in her seventh. She was on the team when they won the provincial title in 1941 and when they won the city championship several times before.

Kay has played ball for 17 years, which is practically ever since she was able to throw a ball.

She was on the Sacred Heart hardball team and St. Mary's high school club for four years when they won the Separate cup four times in a row.

The star receiver first broke into softball when she was 14 [illegible] with Bert Tansi's Orange [illegible] [illegible] the Pats manager and has been with the Army and Navy club ever since.

Kay is a dependable hitter as well as an outstanding catcher. She won the girls league batting championship last year and, although she has been on the sidelines with a fractured finger for the past [illegible] weeks she is hitting .143 in the present season.

Incidentally, the two local girls now in the pro league have been turning in some outstanding performances. Annabelle Thompson, formerly of Walk-Rites set a record by retiring 23 batters in a row in her first game, but Helen Nichol, the other Edmonton girl broke it when she retired 24 consecutive batters in an 18 inning contest which she won as a relief pitcher.

In the long overtime game it was Miss Nicol's single in the 18th that brought in two runs to win the fixture for Kenosha. The victory brought the team average up to .500, just 33 percentage points behind the second place South Bend squad.

Turning Pro

Kay Heim, star catcher with the Army and Navy Pats, who will be leaving the city next week to play with Kenosha, Wis., in the All-American Girls' Pro Softball League. Helen Nicol, former Pat pitcher, will be her battery mate.

—V—

Draws Made in Country Club's Title Tourney

First rounds of the championship, First and Second Flights in the [illegible] [illegible]

[illegible] first round of championship flight.

Second game in championship and first game [illegible] [illegible]

Second game [illegible] and [illegible] of championship to be played on Sunday [illegible]

All finals to be played on Sunday [illegible]

Following are the draws:

CHAMPIONSHIP FLIGHT

9:30—J. Leske vs R. J. Harper
9:35—J. Lee vs Percy Dagle
9:40—Otto Hammerland vs Bill Byers
9:45—A. J. Munro vs F. A. McFadin
9:50—H. T. Emery vs Ed. Rorvig
9:55—H. Goertz vs Ken Gold
10:00—S. Palmer vs H. Durham
10:05—Cal Keys vs Bob Carse

FIRST FLIGHT

10:10—H. Goldsworth vs D. Dick
[illegible]

SECOND FLIGHT

[illegible] vs A. N. Westergard
[illegible] Douglas vs [illegible]
10:45—[illegible] Adamar vs F. Lundy
10:50—J. R. Williamson [illegible]

—V—

"Real Friends"

ST. BONIFACE, Man., July 3— A beautiful friendship was [illegible]

Race Results

AT WINNIPEG

WINNIPEG, July 3—(CP)—Race results for Friday.

FIRST RACE—Purse $400. Claiming. Three-year-olds and up. Six furlongs:
Flying Chant (Diaz) 6.00 4.25 3.35
Maratimer (Craigmyle) 7.30 7.05
[illegible]
Time [illegible]. Also ran: [illegible] Choice, Pine Hog, Judge Fay, Nellie [illegible] Jean [illegible], Gatwick II.

SECOND RACE—Purse $400. Claiming. Three-year-olds and up. Six and one-half furlongs:
Gold [illegible] (Sivewright) 21.55 15.30 9.30
[illegible]
Bib (McGahan) 3.40
Time: 1.30 2-5. Also ran: Aksala, Showum, Velociter, Black Lilly, Icanwin, Genie's Boy, Edna Girl.

DAILY DOUBLE, $228.80

THIRD RACE—Purse $500. Claiming. Three-year-olds and up. Five furlongs:
Tawney Bell (Craigmyle) 18.40 11.20 7.25
Sport [illegible] (Diaz) 6.50 4.05
Comet II (Cizik) 7.85
Time [illegible]. Also ran: [illegible] Cookie, Sans Peur, Buras, Prompt Return, Glen Brush, Late [illegible], King Black.

FOURTH RACE—Purse $500, allowances. For three-year-olds and up. Seven furlongs:
[illegible]

FIFTH RACE—Purse $700. Selkirk Handicap. For three-year-olds and up. Six and one-half furlongs:
Booty [illegible] (Dye) [illegible]
Marching Feet (Craigmyle) 4.75 3.60
Louees Lass (Smith) [illegible]
[illegible]

SIXTH RACE—Purse $[illegible]. Claiming. For three-year-olds and up foaled in Canada. One mile.
Arcadella (Dye) 10.50 6.30 3.40
George Corn (Cizik) 3.90 2.70
[illegible]
[illegible]

SEVENTH RACE—Purse $400. Claiming. For three-year-olds and up. One mile.
[illegible]
Time 1.52 1-5. Also ran: [illegible] Craig, Lady Officer, Winged Lady, Cheroyan, Pagan Queen, Royal Pirate.

QUINELLA, $33.30.

AT VANCOUVER

VANCOUVER, July 3—(CP)—Hastings Park race results for Friday.

FIRST RACE—Purse $500. Claiming. For three-year-olds and up. Seven furlongs.
[illegible] Heels (Hellers) 8.05 3.45 2.50
[illegible] (Bovine) 3.90 2.40
[illegible] Bud (Dodson) 2.50
Time 1.30 1-5. Also ran: Whip Hand, Shasta King, Scotch Jean, Napperton, Paper Heels.

SECOND RACE—Purse $400. Claiming. For three-year-olds and up. Five furlongs:
Sweet Lavender (Rails) 5.14 2.60 2.65
Lady Pagan (Hruschak) 2.85 2.55
First Wee (Jones) 4.90
Time [illegible] 3-5. Also ran: Carne Creek, [illegible] Mortgage, Lazy Devil, Royal [illegible], Tonapah Queen.

THIRD RACE—Purse $400. Claiming. [illegible]
[illegible]

FOURTH RACE—Purse $[illegible]. Claiming. For three-year-olds and up. Seven furlongs.
Shasta Club (Allan) 6.10 3.50 2.25
Shasta Sue 6.90 3.35
Fair Cloud 2.85
Time 1.30 3-5. Also ran: Fay Park, Naiod, Colonel Bret, Pipe Down, Thomis.

FIFTH RACE—Purse $400. Claiming. For three-year-olds, foaled in Canada. Seven furlongs:
Orangeworth (Bovine) 22.90 7.30 4.50
Camp Spur (Hoss) 5.45 3.05
Nanaffran (Bailey) 3.90
Time 1.30 1-5. Also ran: Solomon, Somers, Ruby Pagan, Golden Belt, Lessface.

SIXTH RACE—Purse $400. Claiming. For three-year-olds and up. Seven furlongs:
Bucket Head (Bierman) 4.40 3.75 3.15
Prevaricate (Allen) 6.75 4.40
Leba Trena (Dodson) 4.60
Time 1.30 3-5. Also ran: Stockton, Felfish, Joss, Easter Park, Idamark, Ancient Rites.

SEVENTH RACE—Purse $500. Claiming. For three-year-olds and up. Seven furlongs.
[illegible] 4.20 2.40
[illegible] 3.20 2.20
[illegible] 2.85
[illegible]

Patty Berg Wins Western Women's Golfing Crown

CHICAGO, July 3—(AP)—Patty Berg completed her successful golfing comeback in vibrant tension yesterday, winning four of the last six holes in a pressure-filled, subpar rally that gave her a 1-up victory over Dorothy Kirby and her second women's western open championship in three years.

The Minneapolis redhead relinquished a 1-up lead on the fourth hole of the morning round and never again was ahead of her Atlanta, Ga., partner until she coolly rammed in a 30-foot putt on the 35th green for a brilliant birdie. They halved the 36th with pars, Miss Kirby being left with a 25-foot putt which would have squared the match if it had dropped.

Patty, playing the most holes since crushing her knee 18 months ago, limped up to the 31st tee three-down. The supple southerner, whose lethal putter—one that was sent to her last winter by Patty—had accounted for 13 one-stroke greens, missed a six-footer which gave Miss Berge the hole with a par.

Patty was required to sink only three-foot putts on the next two holes for birdie wins and even the match. To prove she still was one of the greatest pressure players in the game, she planted a 150-yard approach, three feet from the pin on No. 15.

Pattey succeeded Betty Jameson as the women's western open titlist. Miss Jameson, now living in Mexico City, did not defend her crown.

Aircraft Repair Blanks Corvettes In Girls' League

Aircraft Repair came through in [illegible] Hayward Corvettes 9-0 in a Senior Girls' Fastball League game at Kingsway Park.

Jean Ward hurled effectively for [illegible] [illegible] went the distance for the losers, but was unable to keep the winners' hits scattered.

The Aircraft Repair girls scored one in the first, four in the third, three in the fourth and another in the eighth to win the game.

Edna Hoffstetter and [illegible] Ferrier led the Aircraft girls with three runs each.

Score by innings:

Hayward Corvettes	000 000 0	—0
Aircraft Repair	104 [illegible] x	—9

Ann Bilawey to Irene Anderson, Jean Ward to Doreen Barrett.

Hayward Corvettes—Pawlinchuk, lf; McLean 2b, McAuley, 1b, G. Travers, 1b; D. T[illegible] ss; [illegible] Hall 3b, Gamble, rf, Anderson, c, Bilawey, p, Kreuger [illegible] McKenna, cf.

Aircraft Repair—Dainault, cf, Hoffstetter, lf; Ferrier, ss, Ward, p; Hoover, sf; Reid [illegible] 2b, Barrett, c, G[illegible] rf.

GIRLS' FASTBALL LEAGUE

	W	L	Pct
Army and Navy Pats	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	2	[illegible]
Aircraft Repair	6	3	.667
Corvettes	3	5	.375
C.W.A.C.	2	6	[illegible]
Bomberettes	2	9	.182

—V—

Surprise Win in American Stake

CLEVELAND, July 3.—(AP)—After Selka Spencer won the first [illegible] American Stake for [illegible] trotters at North Randall yesterday.

Owned by A. L. Derby of Wichita, Kan., and driven by Fred [illegible] Yankee Maid was a surprise winner [illegible] 2 [illegible] second [illegible] final round.

Favored [illegible]

Wins by 20 Yards

Haegg Defeats Gil Dodds In Special Two-Mile Race

CHICAGO, July 3.—(AP)—Gunder Haegg of [illegible], Sweden, holder of seven world's distance running records, defeated Gill Dodds of Boston by 20 yards in a special two-mile race in floodlighted Soldier Field last night running the distance in 9:02.8.

The slim, effortless running Swede failed in his attempt to better his performance of 8:47.8 established in the Swedish national amateur championships in 1942, but he succeeded in running away from Dodds and three other American runners invited to compete against him. It was the third fastest two miles ever run in America.

Haegg's victory was achieved with no apparent strain over a quarter-mile cinder track. His winning performance, his second since arriving in America several weeks ago, was hailed with a burst of applause and cheering from a crowd of 12,000.

The swift Swede and Dodds, a bespectacled preacher of the gospel, crossed the finish line at least 150 yards ahead of [illegible] [illegible] of the Oklahoma Aggies; Jerry Thompson, of the University of Texas, National collegiate two-mile champion, and Roy Phillips of Tufts college, who finished in that order.

Dodds, National A.A.U. 1,500 metres champion, was the only one of the American quartet who attempted to extend Haegg. After [illegible] in which Phillips and then Dodds set the pace, Haegg shot into the lead with Dodds doggedly at his heels. The Swedish [illegible] Dodds [illegible]. When Dodds cut loose two sizzling drives on the back stretch of the seventh lap and ran alongside of Haegg in an attempt to pass, the Swedish wonder simply opened up and left Dodds sizzling.

[illegible] and second, respectively, in the [illegible]

Air Force Girls Beat C.W.A.C. Fastballers 5-4

Air Force Bomberettes came through with two runs in the fifth to edge-out a 5-4 victory over C.W.A.C. in a Senior Girls' Fastball League game at Kingsway Park Friday night.

Edna Jones, who relieved Marie Andony in the third inning for the winners, held the [illegible] [illegible] team mates counted [illegible]

C.W.A.C. took the lead in the [illegible] to take a 4-[illegible] lead over the Bomberettes [illegible] with three in the [illegible] the winning [illegible]

Some outstanding catches were made on both teams. Right fielder [illegible] the Air Force club with [illegible] flied out to left fielder Maccready in the eighth.

Score by innings:

[illegible]

Andony, Jones and Graham; Culver to DeVost.

Bomberettes: Graham c, Jones 2b [illegible]

C.W.A.C. [illegible]

—V—

The U.S. Army [illegible] handles more merchandise than [illegible]

Get In the

TIN LIZZIE DERBY

TO BE HELD

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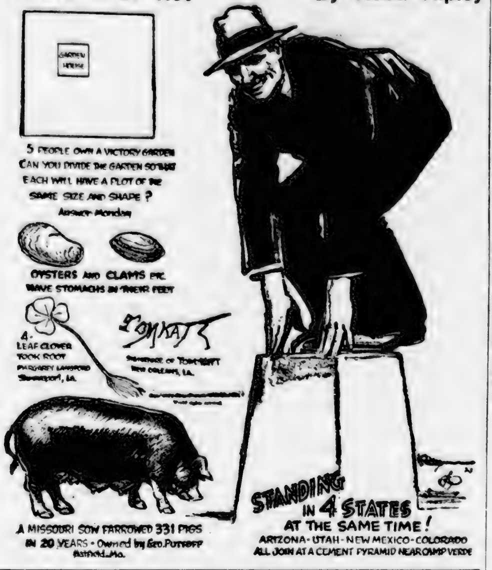
THROW HIM OUT!
Willard

Believe It Or Not By Robt. Ripley


GARDEN HOUSE
5 PEOPLE OWN A VICTORY GARDEN CAN YOU DIVIDE THE GARDEN SO THAT EACH WILL HAVE A PLOT OF THE SAME SIZE AND SHAPE ? Answer Monday
OYSTERS AND CLAMS ETC. HAVE STOMACHS IN THEIR FEET
4-LEAF CLOVER TOOK ROOT MARGARET LANGFORD Shreveport, La.
SIGNATURE OF TOM KATT NEW ORLEANS, LA.
STANDING IN 4 STATES AT THE SAME TIME! ARIZONA - UTAH - NEW MEXICO - COLORADO ALL JOIN AT A CEMENT PYRAMID NEAR CAMP VERDE
A MISSOURI SOW FARROWED 331 PIGS IN 20 YEARS • Owned by Geo. Putroff Ashfield, Mo.

Baseball Statistics

Complete Coverage On Major Professional Leagues

National League

NEW YORK, July 3—(AP)—St Louis Cardinals just managed to hold on to first place in the National League Friday by taking a 5-3 decision over New York Giants. All told the Cards collected 11 hits, including Marty Marion's first home run of the year.

Most notable fielding stunt of the day saw Sanders rack up 17 putouts, four off the National League record.

St. Louis .... 010 201 100—5 11 1
New York .... 000 000 210—3 5 1

Gumbert and W. Cooper; Hubbell, Mungo (7), Adams (9) and Lombardi.

RIDDLE BLANKS DODGERS

BROOKLYN, July 3—(AP)—Elmer Riddle, star Cincinnati righthander who stopped Brooklyn in a relief role Thursday, shut out the Dodgers, 8-0, in a twilight game at Ebbets Field yesterday, dropping the Brooks a full game back of the first-place St. Louis Cardinals.

Cincinnati 8 10 0; Brooklyn 0 7 3

Riddle and Mueller; Higbe, Webber (4), Allen (5), Head (8) and Owen, Moore.

SEWELL WIN 11TH GAME

PHILADELPHIA, July 3—(AP)—Truett (Rip) Sewell, whose slow ball keeps National League batters guessing, won his 11th victory of the season against two defeats yesterday as Pittsburgh Pirates downed the Phillies, 2-1, before a ladies' day crowd of 3,667 in Shibe Park. Sewell allowed only five hits.

Pittsburgh 2 5 0, Philadelphia 1 5 3

Sewell and Lopez, Kraus, Dietz (3) and Livingston.

CUBS SWEEP SERIES

BOSTON, July 3—(AP)—Claude Passeau's four-hit pitching gave Chicago Cubs a clean sweep of their four-game series with Boston Braves today as the visitors racked up a 7-1 verdict to extend their seasonal domination over Boston to eight straight games.

Chicago 7 14 0, Boston 1 4 3

Passeau and McCullough, Andrews, Odom (7), Salvo (7) and Martin (9) and Kluttz.

American Association

Indianapolis 4 12 1, Columbus 5 7 3.

Trexler, Hutchings (7) and Hofferth; Burkart, Barrett (6), Beckman (9) and Heath, Garagiola (9).

Louisville 4 13 1, Toledo 2 4 3

Bowman, Brown (9) and Doyle; Whitehead, Kimberlin (9) and Hayworth.

Kansas City 8 12 1, Minneapolis 10 11 4

[illegible] and Smith; [illegible] and Bolaños.

Milwaukee 4 11 0, St. Paul 3 9 0

Lanegood, Caldwell (3) and Helf; Strincevich, Hewette (2), Belknap (8) and Blaemire.

International League

TORONTO, July 3—(CP)—Baltimore Orioles stopped Toronto Maple Leafs' four-game winning streak when they defeated the International League leaders 6-3 here last night. Steve Gromek was credited with the win, limiting the Leafs to eight scattered hits and striking out four.

Baltimore 6 7 0; Toronto 3 8 1

Gromek and Pare; Brown, Goldstein (5), McCabe (5), Kress (5) and Williams, Crompton (8).

MONTREAL LOSES 9-7

SYRACUSE, N.Y., July 3—(AP)—Pinch-hitter Les Goldstein's double with the bases loaded in the seventh inning was the winning blow as Syracuse Chiefs came from behind for a 9-7 victory over Montreal in the opener of a two-game series here last night.

Montreal 7 12 2, Syracuse 9 10 1

Washburn, Deforge (4), Spaulding (8) and [illegible] [illegible] (7) and West.

NEWARK TAKES DOUBLEHEADER

BUFFALO, N.Y., July 3—(AP)—Newark Bears overwhelmed Buffalo Bisons in both halves of a double-header here Friday night to gallop off with 10-1 and 11-2 decisions before 1,212 customers.

Second game—

Newark 11 15 1; Buffalo 2 6 1

Dubiel and Garbark; Roxbury, Ott (1) and Hahn.

First game—

Newark 10 13 0, Buffalo 1 6 2

Page and Garbark; Ott, Roscoe (1), Parkhurst (1) and Hahn.

WINGS SHUT OUT GIANTS

ROCHESTER, July 3—(AP)—Pinch hitter Walter Alston's outfield fly, with one out in the 10th, scored pinch runner [illegible] from third base [illegible] Red Wings a 1-0 victory over Jersey City Giants here last night.

Jersey City 0 5 1; Rochester 1 3 2 (ten innings.)

Senkel and Steiner, Donnelly and Burmeister.

Big Six

Batting (three leaders in each league).

	G	AB	R	H	Pct
Curtright, White Sox	50	156	25	55	.353
Dahlgren, Phillies	[illegible]	[illegible]	33	83	.343
[illegible]	[illegible]	[illegible]	[illegible]	67	.340
[illegible], Red Sox	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Frey, Reds	66	[illegible]	[illegible]	77	[illegible]
Hockett, Indians	66	235	33	77	.328

American League

CLEVELAND, July 3—(AP)—The Indians got out their tomahawks and massacred New York Yankees, 12-0. Sending 16 men to bat in a murderous fourth inning the Indians turned a previously scoreless game into a shambles by chasing all their 12 runs across on 10 hits (nine singles and a double), three walks and an error to give the American League leaders their roughest manhandling in years.

Rookie right hander Allie Reynolds added insult to injury by shutting out the once mighty Yanks on three singles.

New York 0 3 2; Cleveland 12 11 0.

Russo, Turner (4) and Sears; Reynolds and Rosar.

TIGERS TRIM RED SOX 8-2

DETROIT, July 3.—(AP)—The veteran Tommy Bridges gained his fifth pitching victory and fanned 11 Friday as Detroit Tigers downed Boston Red Sox, 8-2, for a 2-0 edge in their series that opened with a tie game. The defeat dropped Boston out of third place into a fourth place tie with Detroit.

Boston 2 8 1; Detroit 8 10 1

Terry, Lucier (6), Woods (8) and Partee; Bridges and Richards.

SENATORS BEAT WHITE SOX

CHICAGO, July 3.—(AP)—Washington Senators moved back to within a game and a half of the league leading New York Yankees yesterday by stopping the Chicago White Sox - and rookie Guy Curtright—in 11 innings, 3-2. Milo Gandini, Alex Carrasquel and Jim Mertz held the Chicagoans to four hits over the overtime stretch —and held Curtright hitless in four official trips to end his batting streak at 26 consecutive games.

Washington 3 9 1; Chicago 2 4 1

Candini, Carrasquel (8), Mertz (11), Andearl; Humphries, Maltzberger (11) and Tresh.

WALKS COSTLY TO ATHLETICS

ST. LOUIS, July 3—(AP)—Rookie pitcher Everett Fagan issued five walks in the ninth inning yesterday and the Browns capitalized on his generosity to defeat Philadelphia Athletics 8-7, and move into a tie for sixth place. Fagan's passes forced in one run.

Philadelphia 7 11 1, St. Louis 8 8 4

Flores, Fagan (8) and Wagner; Galehouse, McKain (9) and Schultz.

Coast League

Seattle 1 4 0, Los Angeles 0 6 2

Jonas and Sueme; Gehrman, Osborn (8) and Holm.

Portland 1 7 3; San Francisco 5 9 1

Cook, Pierette (7) and Shea; Hoffman (7), Joyce and Sprinz.

Oakland 7 15 1, San Diego 4 6 2

Buxton and Raimondi; Johnson and Salkeld.

Hollywood 4 10 4, Sacramento 11 10 3

Joiner, Moore (5), Nystrom (7) and Brenzel; Hill (6), Brazle and Malone.

STANDINGS

NATIONAL LEAGUE

	W.	L.	Pct.
St. Louis	39	23	.629
Brooklyn	42	28	.600
Pittsburgh	34	29	.540
Cincinnati	32	31	.508
Philadelphia	31	33	.484
Boston	28	34	.452
Chicago	27	38	.415
New York	24	41	.363

AMERICAN LEAGUE

	W.	L.	Pct.
New York	34	26	.567
Washington	35	30	.538
Boston	32	33	.492
Cleveland	32	32	.500
Detroit	29	30	.492
Chicago	29	31	.483
St. Louis	29	31	.483
Philadelphia	30	37	.448

INTERNATIONAL LEAGUE

	W.	L.	Pct.
Toronto	45	31	.592
Newark	39	31	.557
Baltimore	34	31	.523
Montreal	37	34	.521
Rochester	34	35	.493
Syracuse	33	35	.485
Buffalo	31	38	.449
Jersey City	27	45	.375

AMERICAN ASSOCIATION

	W.	L.	Pct.
Indianapolis	33	22	.600
Milwaukee	36	24	.600
Columbus	32	28	.533
Minneapolis	32	28	.533
Toledo	29	32	.475
St. Paul	29	32	.475
Kansas City	22	34	.393
Louisville	24	36	.400

COAST LEAGUE

	W.	L.	Pct.
Los Angeles	55	20	.733
San Francisco	43	30	.589
Portland	34	36	.486
San Diego	37	39	.487
Hollywood	35	41	.461
Oakland	[illegible]	[illegible]	.45
Seattle	32	42	.432
Sacramento	24	47	.338

CORNWALL, July 3.—(CP)—Rapping home five straight goals with a blistering overtime offensive, Cornwall St. Regis Combines handed Lachine, Que., Air Force an 18-13 defeat in a Quebec Senior Lacrosse League game here last night. It was the first win of the season for the home team.

Manager of All-Stars

National League Hitters Best Claims Southworth

ST. LOUIS, July 3.—(BUP)—Billy the Kid knows a good thing when he sees it, and he thinks he sees it right now. Billy the Kid, in case you aren't up to your baseball, is manager of the world champion St. Louis Cardinals. He has been named boss of the National Leagues in the forthcoming all-star game at Philadelphia, July 13th.

Southworth

Southworth makes a habit of looking around for good things and his luck in finding same is nothing short of phenominal. He thinks he spots some shiny, gold nuggets in the gang of ball players he'll have at his command in the annual classic.

The pitching between the two leagues for once will be fairly even. It's the run-producing department in the National that tickles Billy.

He can call in practically all of the distance triumphs thumpers in the league, Mel Ott, manager of the Giants; Bill Nicholson, slugging Chicago Cub; Vince Dimaggio, of the Pirates; Ernie Lombardi, the Giant's towering catcher. Only Danny Litwhiler is among the missing.

And if that weren't enough to salve the nerves of any manager Southworth knows he can send seven 300 hitters into the game. Stan Musical, Harry Walker, Lon Frey, Frank McCormick, Billy Herman, Stan Hack and league-leading Babe Dahlgren.

Brother, match that band of willow-swingers any place!

The American league sneaked in with a three to one victory at the Polo Grounds in New York—on a reversal of form last year.

The National league had been favored, but the junior league clinched the victory in the first inning —all three runs being scored off Mort Cooper, St Louis Cardinal ace. Lou Boudreau, the first man up, poked a home run into the left-field stands. Tom Henrich, up next, doubled. Cooper then retired Ted Williams and Joe DiMaggio, but Rudy York, batting fifth, hit another homer into the right field stands, scoring two runs.

But Billy Southworth says things are going to be different this time. He makes it crystal-clear that you're going to be able to tell at a glance that it's a ball game and not an exhibition.

The National leaguers will be out to win first, and parade the stars second.

If he has to, Southworth may even stand by his starting team, except for his pitchers the way Joe McCarthy did with the American league team last year.

As Billy puts it.

"I'm going to play to win, absolutely. I will put replacements in there only when I feel they will help us win."

In other years the National league has always had a hard time deciding whether to play to win, or not to win. With Southworh running things—all due respects to managers of the past—the switch thinkers are definitely benched.

That's the way Billy Southworth operates whether he's directing the show in a crucial game for the pennant or world series, or an exhibition tilt.

The Cardinals dominate the National league roster, with eight men. The Dodgers and Cincinnati Reds are represented by four apiece.

In the American, the Cleveland Indians are even with the Yankees in the number of men picked. Six each.

Southworth is almost certain to start Mort Cooper.

Five Boys' Games At Boyle Street

Five games were played in the Boyle Street Boys Softball League over the holiday dates with the last evening's game being a 14-10 victory over the West End Warriors by the Cubs.

The other games witnessed victories for the Phantoms over the Aces, M.A.C.'s over the A.Z.A., the Maple Leafs over the Cubs and the Jokers winning a close game, 14-13, against the White Hawks.

This closes the preliminary series of games and the official league schedule commences on Monday evening next as follows:

July

5: Aces (Ferguson) vs. Beverly Bears (Stephens) at 6.30 and McCauley Pats (Johnson) vs. A.Z.C. at 8 o'clock.

6. Commandos (Molofy) vs. Flyers (Inouye) at 6.30 and Y. Sparks (White) vs. Cubs (Bob Manson) at 8 o'clock.
End Warriors (McDermott) vs Hawks (Seigler) at 6.30 and West

7: Screwballs (LeGries) vs. S. S. South Side (Kilburn) at 8 o'clock.

8: Mosquitos (Sherman) vs. Jokers (Escallier) at 6.30 and Victoria (Geddes) vs. M.A.C. (J. Manson) at 8 o'clock.

9. Orioles (O'Leary) vs Phantoms (Hladum) at 6.30 and 8 o'clock, game to be arranged.

10. Thunderbolts (Melnyk) vs. White Hawks (Gaebel) at 6.30 and Y. Rotary (Bull) vs. Y. Kings (Stanley) at 8 o'clock.

The first named team is designated as home eam and will supply a scorer and umpire for their game. Each team will supply their own practice ball with the game ball and bats supplied by the league officials.

—V—

CHICAGO, July 3.—(AP)—After Winning the women's western open golf championship yesterday, Patty Berg filed an application with the United States Marines, women's reserve.

"I'll take my physical examination in Minneapolis next Wednesday," she said. "I hope I pass, but I may not because of my leg."

Gus Dye Rides Four Winners Winnipeg Races

WINNIPEG, July 3.—(CP)—Jockey Gus Dye of California rode brilliantly at Polo Park Friday to bring in the last four winners in the seven-race card in addition placing Daisy Boy in the second event.

Flying Chant of the Bancroft and Snider Stable, Vancouver, romped off with the first race while the [illegible] long shot [illegible] owned by T. Barton of Calgary, took the second race to provide a Daily Double payoff worth $228.80. Gold Lyric paid $21.55 for a $2 straight bet.

The third went to Tawny Bell, owned by W. Marsh of Calgary.

Dye brought home Mistress Plato in the fourth, Bancroft and Snider's Ebony Latch in the $700 Selkirk Handicap, Arcadella in the sixth and Mr. Finn in the final race. Mr. Finn [illegible] [illegible] second [illegible] brought the Quinella payoff to $33.30.

—V—

Duchess of Kent In Minor Mishap

LONDON, July 3.—(CP)—The Duchess of Kent was involved in a minor automobile accident on the Great West road leading out of London yesterday, but she, a woman friend and the chauffeur were unhurt. Her car and a baker's delivery van collided and one wheel and the fender of the Royal car was damaged.

Playoff Games At Kingsway Park

Walk-Rites will be trying to eliminate Army and Navy Pats from the provincial senior girls' fastball playoffs tonight at Kingsway Park in a game that starts at 7.30.

Tomorrow at the park, the northern Alberta senior men's semi-finals get under way with Aircraft Repair meeting U.S. Army Air Force. The starting time is 3 o'clock.

—V—

Recover Body

PRINCE ALBERT, Sask., July 3—(CP)—The body of Myrna Ellis, 23, drowned in Round Lake June 27, was found by his father, Arthur R. Ellis, of Regina, and C. L. Brown, of Prince Albert. Coroner H. A. Lestock Reid decided an inquest was not necessary.

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"'Air Force' will hand you a terrific wallop!" —LOWELL THOMAS

"'Air Force' is as whopping a story as you're ever likely to see!" —N. Y. TIMES

Players Include: John Garfield, Gig Young, Harry Carey, Geo. Tobias, Arthur Kennedy, James Brown

"'Air Force' is as exciting a film as I've ever seen!" —LOUIS SOBOL

"'Air Force' is a picture I urge you to see!" —EDWIN C. HILL

"'Air Force' is the most thrilling entertainment to come to the screen!" —N. Y. JOUR. AMER.

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'Happy Go Lucky'

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Technicolor Cartoon
"THE SUPER RABBIT"
WORLD NEWS

RIALTO

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RIB-TICKLING STARS... EAR-TICKLING TUNES...TO TICKLE YOU PINK!
DON AMECHE · JANET BLAIR · JACK OAKIE
in GREGORY RATOFF'S
SOMETHING TO SHOUT ABOUT
A COLUMBIA PICTURE
and William Gaxton · Cobina Wright, Jr.
Songs by Cole Porter
"You'd Be So Nice To Come Home To" "I Always Knew" · "Hasta Luego"
Musical hit of N. Y. night life and Radio HAZEL SCOTT

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ALSO "KING MIDAS JUNIOR" — COLORED CARTOON

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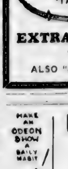
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"SAN FRANCISCO"
Also LLOYD NOLAN in "MR. DYNAMITE"

I LIKE JEANETTE MACDONALD!

ROXY STARTS TODAY

A BOISTEROUS BUT TENDERLY ROMANTIC COMEDY
CARY COOPER
BARBARA STANWYCK
"BALL OF FIRE"
Plus "TORPEDO BOAT" with Richard Arlen

AVENUE Eve. show Starts 5 p.m.

HERE'S A STAR-STUDDED TUNE-FILLED SHOW
RED SKELTON
ELEANOR POWELL
ROBT. YOUNG
"LADY BE GOOD"
Also "RIDERS OF THE PURPLE SAGE"

IT'S A CANTEENFUL OF MUSIC, ROMANCE, LAUGHS!
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Betty Rhodes · Macdonald Carey in SALUTE FOR THREE
with Marty May, Cliff Edwards, Lorraine and Rognan · DONA DRAKE AND HER GIRL BAND
Directed by RALPH MURPHY · A Paramount Picture

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Edmonton's Smartest Suburban
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"THE AVENGERS"
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COMING MONDAY
"GEORGE WASHINGTON SLEPT HERE"
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"The Glass Key"
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GRANDE PRAIRIE

[illegible]

EDMONTON

[illegible]

SEDGEWICK

[illegible]

WETASKIWIN

[illegible]

TRELOHAN

[illegible]

DOROTHY DIX SAYS—

Kind of Husband Man Will Make Is Puzzle

Romeos Turn Into Grouches; Pampered Son Never Thinks Wife Appreciates Him; Polished Speciman Grows Tarnished, Rough

A girl wants to know how she can tell before she takes him on for [illegible] what sort of a husband a boy will make. Well, [illegible] A sweetheart is one thing and a husband is another, and often there is so little resemblance between the two that they seem to belong to different species of fauna. In the end every woman who gets married does it at her own risk, and [illegible]

A girl may, for instance, think that she is getting her heart's desire when she marries a chap who is a great lover and that she will spend the balance of her life [illegible] He may have spent hours upon hours telling her how beautiful and wonderful she is and how different from all other women and how she fulfills his every idea of feminine perfection. He may have sworn his devotion by all his gods and told her that if she would marry him he would spend the balance of his life worshiping at her feet.

MARRIAGE CAUSES CHANGE

[illegible] never get a compliment unless some strange man pays [illegible]

[illegible] over no one on what he is going to do after marriage. Many a spendthrift suitor turns into a tightwad husband. Many a man who wooed a girl with costly presents, who kept her smothered in flowers, who took her to the most expensive places of amusement, puts a Yale lock on his [illegible] a basement bargain marked-down [illegible]

AVOID LADS WITH MOTHER COMPLEX

[illegible]

[illegible] all of these expectancies [illegible]

Bulletin Patterns

By ANNE ADAMS

[illegible] sleeve trim is optional [illegible]

Minute Make-Ups

[illegible]

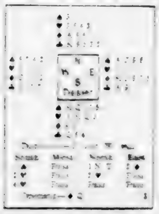
McKenney On Bridge

By WILLIAM E. McKENNEY

[illegible]

BOMBED BOY REBUILT

[illegible]



Your Baby And Mine

By MYRTLE MEYER ELDRED

[illegible]

Mrs. M. P. [illegible] is being angered and [illegible] because her [illegible] persists in saying no to their [illegible]

She looks upon this as malicious [illegible] and she has never [illegible] how meaningless the no can be if she NEVER couches her [illegible] in the form of a question [illegible] avoids inspiring a no for an answer.

She writes: "He is so active and [illegible] If we slap his hands, he slaps [illegible] He misbehaves so [illegible] home than go out [illegible]

You cannot prevent any normal child from expressing his side of an argument and if you stop him [illegible] he would think he had a right to slap you. You can get good behavior without such practices.

[illegible] make games of what you want done. A small animal, a fairy, an elf can be counted upon to do things a small boy would refuse to [illegible]

Since children are uninterested in [illegible] provide a playmate when you go visiting and don't expect perfection. You are [illegible] the humors of a natural child get you down. Movies are for the future, 3 or 4 years hence.

[illegible] leaflet [illegible] may be had by sending a 4-cent stamped, self-addressed envelope [illegible]

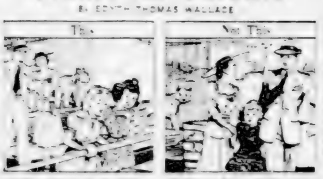
Debunker

THE GREAT LAKES HAVE NEVER FROZEN OVER

[illegible]

Points for Parents

By EDYTHE THOMAS WALLACE



[illegible]

My Day

BY ELEANOR ROOSEVELT

HYDE PARK—Now that it has [illegible] appeared in the newspapers [illegible] my husband was here for [illegible] and that the Queen of the Netherlands was our guest, I [illegible] more about the week-end than I was able to say before.

I am here so often alone, or with guests of my own, that it is quite easy to write [illegible] goes on without mentioning whether the President is here or not, for his visits are rare indeed. I only wish that they could be more frequent, for it is beautiful here now and I think one needs, every now and then, when one is trying to solve [illegible] to feel the [illegible] of nature around one.

The Queen of the Netherlands spent two mornings [illegible] a brief case she [illegible] I got the feeling that she much prefers to go [illegible] out by herself, choosing [illegible] tree to sit under, and is glad to be left alone.

[illegible]

[illegible] as contemplation [illegible] world around him [illegible] Everything he does is [illegible] and he is to [illegible] who approaches him the [illegible] promise of eternity.

As long as [illegible] There is only one [illegible] comes to me [illegible] children, and that is the thought of what is happening to babies and children in the occupied countries [illegible] and our [illegible]

War Kitchen

By GAYNOR MADDOX

[illegible]

Cinnamon Snails With Cream Cheese Filling

(Makes 2½ dozen rolls about 4 inches in diameter)

[illegible] package regular yeast, ½ cup lukewarm water, 2 teaspoons salt, ¾ cup [illegible]

[illegible] evaporated [illegible] sugar [illegible]

Cream Cheese Filling

[illegible]

Monday's Menu

Eat the Basic 7 Every Day

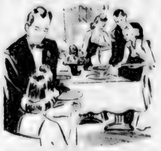
BREAKFAST: [illegible]

[illegible]

SHELLING BY RADIO

[illegible]

What To Do



Many friends of my husband have entertained us very elaborately and I [illegible] to spend, but we would like to entertain these people [illegible]

Answer: [illegible] exactly what kind of entertainment you furnish, just so you repay your [illegible]

[illegible] date and what you can [illegible] It would be wise, with a small [illegible]

Perhaps your Victory garden yield is high—serve your supper buffet style—tomatoes stuffed [illegible] green salad of [illegible] radishes [illegible]

Issue your invitations [illegible] Be sure [illegible] guests are congenial [illegible]

What's on the Air

The following programs are supplied to The Bulletin by the broadcasting companies and any variations are due to last-minute changes by the broadcasting systems or stations concerned.

CFRN—[illegible] Broadcasting Co. Ltd., Edmonton.
CKUA—[illegible] of Alberta.
CJCA—[illegible] Broadcasting Co. Ltd., Edmonton.
CBK—[illegible] Watrous, Sask. [illegible] station of the Canadian Broadcasting Corporation.
N—National Broadcasting Company Stations: KOA, 850 kc.; KFI, 640 [illegible]
C—[illegible] KVI, 570 kc.; KSL, 1160 [illegible]

Tonight's Program

8:00—Sports review. CFRN
8:15—Songs to remember. CFRN, CBK
Nuggets' program. CJCA
[illegible]
Radio college. CBK
9:45—News of day. CFRN
[illegible] CFRN
News. CJCA
French program. CBK
[illegible] CJCA
[illegible] Bob Hope
Adventures of [illegible] CFRN
[illegible]—To be announced. CFRN
News. CJCA
[illegible] CFRN
[illegible]
11:45—Music. CJCA

Sunday Morning

[illegible]

Sunday Afternoon

[illegible]

12:15—Music for Sunday. CFRN
Musical program. CJCA
CBC Anzac news letter. CKUA
12:30—On parade. CFRN
[illegible] CKUA, CBK
[illegible] CKUA
[illegible]
Magic carpet. CBK
[illegible]—To be announced. CFRN
4:15—Calling all cars. CJCA
Magic carpet. CFRN
4:30—Here comes the band. CJCA
[illegible] CFRN
4:45—News. CFRN, CBK
News and Sterling stage. CJCA

Sunday Evening

5:00—Symphony concert. CJCA
Evening evangels. CFRN
5:30—Alan Roth. CJCA
6:00—Somewhere before dawn. CJCA
[illegible] CFRN
6:30—Week end review. CBK
Tunesmiths. CFRN
[illegible]
Religious prog. CFRN
Vesper hour. CBK
[illegible] CJCA
[illegible] CFRN

NAVAL AIR UNIT INSIGNE

HORIZONTAL

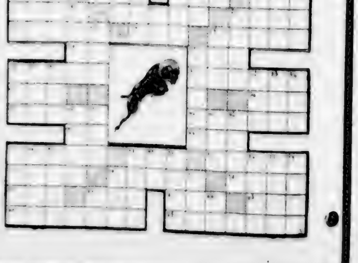
[illegible]

Answer to Previous Puzzle

[illegible]

VERTICAL

[illegible]



Lake Camps For C.G.I.T.

One hundred and fifty [illegible] Canadian Girls in Training are looking forward to summer camps this year located at lakeside resorts near Edmonton. Despite shortages of food, difficulty of transportation, scarcity of leaders and other [illegible] the Edmonton C.G.I.T. Board felt that it was necessary to hold camps this year as usual.

The camp committee, under the direction of Mrs. John McCaw, has [illegible] faced every [illegible] and with food [illegible] all cut, only four camps will be held. Two will be for Intermediate girls between 12 and 15 years of age, one for seniors 15 to 18, and one mixed senior and intermediate group.

In the summer of 1942 six camps were held at Fallis on Lake Wabamun. This year it has been announced more girls have registered to go to the camp but with a shortage of staff and other wartime restrictions many of the young women had to be turned down.

First intermediate class of girls left Friday for a week's camping at Fallis. Miss Beatrice McBain is in charge. Senior camp, directed by Miss Jean Baynton, will go from July 12 to July 21 and the second intermediate class will go from July 21 to July 28 and will also be directed by Miss McBain.

Miss Olive Kovensky is in charge of the camp for mixed senior and intermediate girls. They will go to the lake for a week from July 30 to August 6.

Mrs. Dredge will be in charge of the kitchen in all camps with Less McConaghy to help her. Other members of the staff will include a camp mother, nurse, swimming officer who has her life saving course, and bible study and interest group leaders.

The Edmonton Board owns property at Fallis, and the girls spend their days on the beach and in the surrounding woods. The club house has a large dining hall equipped with a stone fireplace. On cool evenings programs are held indoors but while the weather is fine camp fires are lit on the beach.

Ration Problem Is Perplexing: Needs Clarity

Continued from Page Thirteen

untoasted buns, another was serving it out to customers.

In another instance, two soldiers went into a Jasper avenue coffee shop and asked for ice cream. They were told it was being sold only "a la mode," at 15 cents, instead of five cents.

A TOKEN

While regulations may not cover this small point, it is hardly proper that ice cream should be only sold to those willing to buy something to go with it. The Dominion government recently announced that it was illegal for grocers to sell certain scarce commodities only to those who bought more than a set amount of other goods. It would seem the same rule would apply in all cases.

An instance of how the community scarcity is being heightened is the following.

On a city street car last Thursday evening, a lady was overheard telling a friend "my grocer just phoned to say he has saved me a dozen nut bars, and a dozen packages of gum."

THERE'S A REASON

Small wonder John Citizen, father and son, finds it impossible to buy bars and gum, if much of that is going on! No one, in time of a shortage, should be allowed 12 chocolate bars, and 12 packages of gum. It merely means that for one person who buys up this stock there are 23 left out of the picture.

Then there are the housewives who have not been able to buy jam, marmalade, raisins and syrup, for months.

In the larger stores downtown it is "first come, first served." If you are there when a clerk brings out some raisins, you get them, if you are not, you don't.

This is as fair a system as could be devised under the present no-ration plan for scarce commodities.

But it is terribly unfair on those who are working until five o'clock or so—and they are just as much entitled to these scarce articles as someone who doesn't have to work. Many persons are working these days to help out in the labor shortage, and they are in effect being penalized for their patriotism by so doing.

PUTS THEM AWAY

In the suburbs, there are some customers of the small corner stores who have not yet been without syrup, jam, or raisins. As these goods come into the store, the proprietor apparently puts some "away," for his best customer.

And why not? If a person has dealt steadily with the smaller storekeeper for years, why should he not be given some preference in the present shortage? This is the argument of the storekeeper, and the lucky buyer of "scarce" jam.

However, this works an admitted hardship on newcomers to Edmonton. To them it's the same old story. "I'm sorry—no jam." But it makes one wonder, when the next person to go into the store comes out with a four-pound tin.

The well-known public trend to buy up whatever there seems to be short, is well-known to Edmonton storekeepers. One tells of the customer who came into the store, and ordered a dozen tins of canned milk. "I've never used it before," she said. "But I hear there's to be a shortage."

COOKING PROGRAM

The farmers have complained that the present sugar-rationing works an undue hardship on their wives' cooking programs. Whereas those living in the cities and towns can fall back on the local bakery when they run short of sugar for cakes and pies no such luck is accorded those who are miles from a bakery. The farmers have protested to Ottawa about this matter.

Then again, the farmers near the large cities are complaining about the ice-cream situation. They are required by law to sell their cream, some of which is made into ice cream. But they can't buy any ice cream; that commodity never seems to get far from the cities' boundaries. And yet without the farmers' contribution of cream, ice-cream manufacture would cease.

SO IT GOES

And so it goes.

No government has ever devised a perfect system—for if it did, the need for government would be eliminated.

But as to the success of the food-ration system—it depends on which side of the fence you are on. If you're "in" you're much better off than those who are not.

The trouble is that the "in" clientele is too limited in its numbers—ask any housewife who can't buy jam, and she'll tell you why!

DOUBLE DUTY DRESSES IN LIMELIGHT

Popular model and movie star models a "the-less-the-more-comfort" outfit here. Her double-duty green and white sun-backer frock, left, becomes a smart afternoon street dress as soon as she dons the open front coat of matching wool seen at right.

Saskatchewan Towns Register For Services of Music Teachers

SASKATOON, July 3—(CP)—A registration bureau of Saskatchewan towns desiring the services of registered music teachers has been set up by the Saskatchewan Registered Music Teachers' Association, Grace Knowlden, Regina, secretary-treasurer and registrar, stated in her report to the annual meeting of the association here.

The bureau is the first of its kind in Canada and is designed to give informitaion to registered music teachers who wish to teach rural classes, regarding which communities need the services of a qualified music teacher. Miss Knowlden said that a great number of town clerks had been contacted and a number of towns had reported a need for such a teacher.

The meeting of the provincial association preceded the two-day fifth biennial executive meeting of the Canadian Federation of Music Teachers Association being held here today and Saturday. Executive members in attendance are: May James, Vancouver; Reginald Cox, Victoria; Dan Cameron, Regina; Minnie Boyd, Winnipeg; Mrs. T. W. Hamilton, Edmonton; Maude McGuire, Moose Jaw; Mrs. Velva Brough, Medicine Hat; George Coutts, Toronto; Cyril Hampshire, Hamilton; Mrs. W. E. Robinson, Calgary; Allan Vickers, Winnipeg; Lyell Gustin, Saskatoon; Mrs. Scott Sims, Vancouver; and Mrs. Jessie Kennedy, Rimbey, Alta.

The annual meeting of the provincial association returned to office the former members of its executive with the addition of one new member, George Palmer, who will replace Reginald Bedford. Mr. Bedford will leave Saskatoon this fall to become head of the department at Halifax Conservatory. The other members of the executive are: Dan Cameron, Regina; Lucille Murphy, Prince Albert; Mrs. A. B. MacKenzie, Biggar; Maude McGuire, Moose Jaw; Marjorie Wilson, Saskatoon; and Grace Knowlden, Regina.

Mayor LaGuardia Visits Vancouver For Conferences

VANCOUVER, July 3—(CP)—Mayor LaGuardia of New York, accompanied by his secretary and United States military leaders, arrived here late yesterday and immediately attended a conference of the permanent Canadian - United States joint board of defence. Mr. LaGuardia is chairman of the American section of the board.

The mayor and his party were met at the airport by Col. O. M. Biggar, chairman of the Canadian section and other Canadian officers of the board. The conference is continuing today and tonight the mayor will leave for Eastern Canada.

Berlin Predicts Major Sea Battle In South Pacific

LONDON, July 3—(CP)—The German-controlled Vichy radio quoted a spokesman at Japanese far eastern headquarters early today as saying that Allied forces had gained "initial successes" in the South Pacific fighting, but that a major naval battle was expected soon.

The broadcast dispatch, recorded by Reuters, quoted the spokesman as saying the Allies had "superiority in men and material in the area."

Miss D. Peet Guest at Tea

Mrs. W. Peet entertained at the tea hour recently, in honor of her daughter, Miss Doreen Peet, financial editor for the Monetary Times, Toronto, who was in the city on an assignment for her paper.

Twenty guests called during the afternoon and Mrs. A. Bain presided at the tea table which was set with an ecru lace cloth, centred with a bowl of mixed summer blossoms and tall yellow tapers. Those serving were Miss Eileen Peet.

Guests included Miss Rose Dutton, Miss Doreen Wright, Miss Claire Hollingsworth, Mrs. W. McCoy, Miss Kay Farmer, Miss Mildred Stack, Miss Grace MacDonald, Miss Mabel Lambertson, Miss Thelma Mowbray, Mrs. G. Dearing, Mrs. E. Blitch, Mrs. H. Haughton, Mrs. A. Clouston, Mrs. C. Williston and Mrs. W. Peet Jr.

Ladies' Auxiliary Holds Banquet

The Army and Navy Veterans Ladies' Auxiliary held a banquet recently in its club rooms, thus winding up activities of the season. A supper was enjoyed, and members participated in a card game following. Prize winners included Mrs. J. Lane, Mrs. E. L. Dunlop and Mrs. A. Lindeon.

Members decided to send $10 to the Greek War Relief Fund. It was also planned to hold a bingo at the Alberta Avenue community hall on Tuesday at 2.30 p.m. Proceeds will be devoted to war work.

Auxiliary members paid a visit to the soldiers' wing at the University hospital recently, and donated cigarettes, candy, etc., to about 100 men.

Auxiliary Notes

There will be no business meetings of the R.C.A.F. Ladies' auxiliary until September. Social meetings will continue during July and August.

• • •

Women's auxiliary to R.C.C.S. has changed the date of its monthly meeting from the first Monday of each month to the first Friday, at 2.30 p.m., in the Memorial hall.

• • •

The following auxiliaries meet during the coming week: W.A. to the Canadian Army (A), Wednesday, 2.30 p.m., in the Memorial hall; W.A. to 61st Battery, R.C.A., Tuesday, 2.30 p.m., in the Memorial hall.

• • •

Regular bi-monthly bingo of the women's auxiliary to 61st Battery, R.C.A. takes place Wednesday, 8.30 p.m., in Acacia hall.

Banquet Held East Visitors

Mr. and Mrs. Ernest Seitz and Frank Blatchford of Toronto were guests-of-honor at a banquet given by the [illegible] of the Alberta Music Teachers' Association at the Masonic Temple Friday evening. Mr. Seitz and Mr. Blatchford are in Edmonton examining for the Toronto Conservatory of Music.

V. A. Beringer, president of the group, introduced the guests and both examiners addressed members on various aspects of musical examinations and answered questions and proposals put forth at a round table discussion which followed.

Those present included Alex Kevan, Mme. C. A. LeSaunier, Miss Sadie Samuels, Miss Nelda Faulkner, Miss Beatrice Crawford, Mr. and Mrs. Vernon Barford, Mrs. E. M. Holtsman, Miss H. M. Robinson, Miss Alberta M. Michael, Mr. and Mrs. J. N. Eagleson, Mrs. J. W. Sherwin, Miss Mabel Jackson, Miss Cathryn Zender, Mrs. Beulah Doney, Miss Hazel Taylor, Mrs. R. Spencer, Mrs. Blanche Ross, Miss Marjorie E. Willis, Mrs. Glen Barker, Miss Evelyn Baker, Lawrence W. Howard, Mrs. J. R. Carruthers.

Appeal Is Made For Wheel Chair For Invalid

The Hon. Frank Oliver chapter I.O.D.E. is making an appeal to the public for the donation of a wheel chair for an invalid woman, wife of an ex-serviceman who is at present [illegible] work with the R.C.A.F. Anybody with such a chair handy is asked to get in touch with Mrs. J. Davies, telephone 73583.

ALASKAN GOVERNOR ENTERTAINED

Mrs. John Campbell Bowen, who with His Honor, J. C. Bowen, Lt.-Gov. of Alberta, entertained on Friday afternoon at their home, 65 St. George's Crescent, in honor of Governor Ernest H. Gruening of Alaska and his party, who were in Edmonton on Friday to attend joint celebrations of Dominion Day and Independence Day.

THE PERSONAL COLUMN

A wedding of coming interest is that to take place in mid-August, of Cpl. Ruth Voss, C.W.A.C., [illegible] daughter of Mr. and Mrs. E. E. Voss of this city, and Cpl. Robert MacLock of the South Alberta Regiment, youngest son of Mr. and Mrs. Francis MacLock of [illegible], Ohio. The couple will be married in Christ Church in Edmonton. The bride-elect is stationed with the C.W.A.C. in Calgary.

• • •

Dr. George E. Reed of Montreal who has been visiting his parents, Mr. and Mrs. W. Reed for the past two weeks left Thursday to return to his home. He was accompanied by his daughter, Miss Jeanne Reed who has been a guest of her grandparents since October.

• • •

Miss Catherine Broad, daughter of Dr. and Mrs. R. S. Broad of Edmonton, left Friday night for Toronto, where she will spend the next year.

• • •

Mr. and Mrs. G. MacDonald of Beverly, announce the engagement of their only daughter, Evelyn Alice, to LAC. Norman Charles Irving of Macleod, son of Mr. and Mrs. F. Irving of Beverly. The wedding will take place early in August.

• • •

Lt. R. Bell, R.C.N.V.R., and Mrs. Bell have arrived from eastern Canada and are guests at the Corona hotel.

• • •

Mr. and Mrs. Norman H. Liscum have returned to the city after holidaying at the Pacific coast.

• • •

Mrs. E. Henry and her daughters, Miss Alberta and Miss Doris Henry were hostesses recently at a shower in honor of Miss Helen Towers, a bride-elect of this month. Those present were Mrs. M. W. Towers, Mrs. B. Towers, Mrs. B. Parker-Norton, Mrs. W. Yeats, Mrs. M. Forester, Mrs. E. Jones, Miss Nancy Best, Mrs. M. Byers, Miss H. Bennett, Miss Eleanor Wudel, Miss Bette Oak, Miss Peggy Oak, Miss E. A. Lechelt, Miss Nora Lyons and Miss A. E. MacMillan.

• • •

Mr. and Mrs. E. B. Allsopp and their son, Bruce, who have been spending a few days in Lethbridge have returned to the city. Mrs. Allsopp has gone to their summer home at Seba Beach, Lake Wabamun.

• • •

At a recent meeting of the Norwood United Women's Missionary society Mrs. T. Irwin presented Mrs. D. K. Houston with a life membership. Mrs. A. Campbell outlined the last two chapters of the study book and Mrs. J. W. McTaggart took the devotional service.

ASSISTANT Section Officer Margaret Mace, R.C.A.F. (W.D.) is a week-end guest of Rt. Rev. W. F. Barfoot, Anglican Bishop [illegible]

• • •

Mr. and Mrs. H. A. [illegible] returned from Eastern Canada Thursday morning after spending about six weeks visiting there.

• • •

Miss Marilyn Diamond of Calgary will arrive in the city Sunday to attend Summer school.

• • •

Mrs. F. Colbourne and her daughter, Mrs. Ardis Colbourne, who have been vacationing at the Pacific coast, are expected back in the city [illegible].

• • •

Mrs. Spence McNabb, daughter-in-law of Hon. A. McNabb, Lt.-Gov. of Saskatchewan, with her small daughter, Mary Jean, left the city Tuesday for Calgary where they will visit before going to their home in Moose Jaw. While here they were the guests of Mrs. McNabb's sister, Mrs. Clifford E. Lee.

• • •

H. R. Milner, K.C., with Mrs. Milner and their daughter, Miss Elizabeth Milner, left Friday for their summer home at Qualicum beach, Vancouver Island.

• • •

Mrs. G. A. Hunt entertained at her west end home on Wednesday with a tea in honor of her daughter, Miss Alice Hunt, whose marriage will take place July 14.

• • •

Miss Edith Morrison will leave on Tuesday for Vancouver where she will spend a holiday until the end of August.

• • •

Mr. Herbert Wild and his daughter, Miss Edith Wild, are spending July at Seba Beach, Lake Wabamun.

• • •

Sir Ernest and Lady MacMillan, Toronto, are spending the summer in Vancouver. Sir Ernest will conduct the Vancouver Symphony in a series of concerts at the Malkin Bowl.

• • •

Miss Mollie Taylor has gone to Calgary for the week-end where she will visit Mr. and Mrs. Herbert Greenfield.

• • •

Mrs. T. Winslow Hamilton has left for Saskatoon where she will attend the executive meeting of the Federation of Music Teachers' Association.

• • •

Mrs. John [illegible], the former Miss Elaine Archer, left for the west coast on Saturday to join her husband, who is a gunner with the coast guard.

MRS. Wilbur Bowker returned to the city Wednesday night from Vancouver where she spent a week with her husband Lt. W. F. Bowker, [illegible]

• • •

[illegible] is a guest in the city, visiting her daughter, Mrs. D. E. C. Campbell.

• • •

A number of affairs have been given recently in honor of Miss Daisy Burger, whose wedding will take place this month. Miss Gwen [illegible] entertained at a miscellaneous shower recently. Miss Polly Williamson was hostess at a personal shower on Tuesday evening; and Friday evening Miss Phyllis Le [illegible] Cottage Tea Room.

• • •

Out-of-town guests in the city for the Boorman-Wallace wedding which took place on Friday evening at St. Stephen's College Chapel, were Miss E. Kelly, Miss Mary Daley, Miss A. Daley, and Mr. and Mrs. Harris Wallace, all of Calgary; Mr. and Mrs. F. Flancher, Rimbey; Mrs. R. D. Murdoch, Pender Harbor, B.C.; Mr. and Mrs. James Miller of Black Falls, Alta.; Mrs. George Cuverdale, Mr. and Mrs. N. N. Woody, Mr. and Mrs. R. L. Ramsey, Mr. and Mrs. Wesley McArthur, all of Lacombe; Mrs. Walter Kent, Black Falls; Miss Mary Layton, R.C.A.F. (W.D.) of Macdonald, Man.; Mrs. Douglas Aitkenhead and Miss Sharon Aitkenhead, both of [illegible].

Miss Blanche Evelyn Wallace Becomes Bride of G. Boorman

The chapel of St. Stephen's College [illegible] blossoms Friday at [illegible] p.m. for the wedding of [illegible] daughter of Mr. and Mrs. George Wallace of Lacombe, and George Coverdale Boorman, eldest son of Mr. and Mrs. [illegible] of Wetaskiwin. The Rev. A. Cann of Wetaskiwin officiated.

Both bride and bridegroom are graduates of the University of Alberta. The [illegible] Bachelor of Arts degree in 1942 and since that time has been on the staff [illegible] Municipal Airport. During her [illegible] Mr. Boorman received his Bachelor of Science degree in 1942 and is now a member of the [illegible] in the Faculty of Medicine at the University.

Given in marriage by her father, the bride [illegible] of chalk white crepe de chine styled with a V-neckline, elbow-length sleeves and [illegible] skirt. [illegible] matching material. [illegible] of fresh blue cornflowers and white sweetpeas and she carried a [illegible] bouquet of pink roses, blue cornflowers and white sweetpeas.

Miss Jean Wallace, sister of the bride, was her only attendant. For the wedding she wore a slipper-length gown of heaven blue sheer, fashioned with a tiny Peter Pan collar, long bishop sleeves and a full skirt. Her dress, like that of the bride's, was trimmed with silk [illegible] a chapel veil of matching blue held in place with a cluster of white sweetpeas. Her shower bouquet of [illegible] and white garden [illegible].

[illegible] Boorman, brother of the bridegroom, supported him as best man [illegible] pews which were marked with nosegays of sweetpeas and white [illegible] and AC2 Samuel Boorman, brother of the [illegible].

During the signing of the register Miss Annie Daley, cousin of the bride, sang "Because." Wedding marches were played by Miss Bess [illegible].

Following the wedding Mr. and Mrs. [illegible] 45 guests at a reception in the [illegible]. To receive her guests Mrs. Wallace chose an afternoon frock of rose crepe complemented with white and navy accessories and a corsage of cream roses and mauve sweetpeas. Mrs. Boorman received in a street-length frock of gold crepe [illegible] gold and beige accessories and a shoulder corsage of Talisman [illegible].

The bride's table was set with a lace cloth and centred with a [illegible] tiered wedding cake, tall pink and white tapers and pastel sweetpeas. [illegible] to the bride was given by Mr. [illegible]

[illegible] the reception on a short wedding trip. For travelling the bride changed to a two-piece suit of [illegible] rose summer wool with which she wore a sky blue hat and white gloves, shoes and bag. Her corsage was of blue cornflowers and pink [illegible].

Besides friends of the bride and bridegroom in Edmonton there were many guests from Lacombe and Wetaskiwin present at the wedding.

Fatally Injured

TORONTO, July 3—(CP)—Edmund Scheuer, widely known Jewish [illegible] and [illegible] man, died yesterday in hospital [illegible] in a street car accident. He was 95 and had been a Canadian citizen [illegible].

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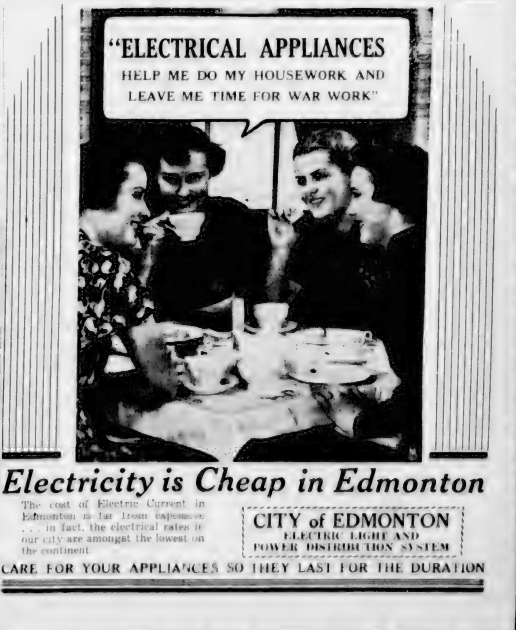

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Engagements 1

[illegible]

Marriages 2

[illegible]

Deaths 4

[illegible]

Deaths 4
(Continued)

MR. WILLIAM WALLACE SYCH
On June 30, William Wallace Sych of Calmar, Alta., passed away in the [illegible] age of 33 years. He leaves to mourn his loss besides his loving parents, three sisters, Mrs. Annie [illegible] of Calmar, Mrs. Hazel Sharka of Leduc, Mrs. Bessie La[illegible] Penn, Alta. Funeral services will be held on Sunday, July 4, at 11 [illegible] Rev. T. Kerabhiness will officiate and interment will take place in the local church cemetery. Prayer services will be held at the family residence on Saturday, July 3, at 8 p.m. Park Memorial funeral directors.

[illegible]AS DOHERTY
[illegible] Alberta, passed away in [illegible] at the age of [illegible] [illegible] arrangements will [illegible] later. Foster & Mc[illegible]

[illegible]ELIZABETH STUART
[illegible] Stuart [illegible] passed away [illegible] the age of 7[illegible] years. Funeral services [illegible]

Cards of Thanks 6

[illegible]

In Memoriam 7

[illegible]

Monuments 10

[illegible]
North West Granite and Marble Co.
[illegible]

Granite Memorials
Beautiful monuments [illegible] Buy direct and save agents commissions
Memorial Products
[illegible] Jasper Ave. Edmonton
Ph. [illegible]

Amusements Coming Events 11

SATURDAY

IMPERIAL VETS
B.C.A. [illegible]
[illegible]
Every Sat. and Wed.
Imperial Hall
[illegible]

BINGO
TONIGHT—8:45
Alberta Ave. Community League
Admission 25c

Lost and Found 12

[illegible]

Personal 13

[illegible]

FREE

COURTNEY Dental Laboratory [illegible] Bldg. [illegible]

[illegible]

FILMS
[illegible]

[illegible] BANTONS
[illegible]

[illegible]

Personal 13
(Continued)

ASTROLOGY gives [illegible] coming events, best place [illegible] best occupation and matrimony [illegible] Reading week days until [illegible] in the Queen's Hotel, room [illegible] M[illegible] Donat [illegible]

BURTON Dental Laboratories [illegible]

[illegible]

With
Exacting Taste and Refinement
BULLETIN PRINTERS LTD.
[illegible] Ave. [illegible]

FIND new enjoyment in the dance [illegible] days of no charge. SULLIVAN'S SCHOOL OF BALLROOM DANCING [illegible]

[illegible] Birch Chemical [illegible]

NOTICE
To former patients of Jackson Bros. Jewelers Ltd., Optical Dept. A[illegible] [illegible] the last 10 years are now [illegible] our offices. We will be pleased to see you when optical service is again needed.
WM. INNES & SONS AND EARL BEES

[illegible]

BED BUGS
AND all insects exterminated [illegible]

EMPLOYMENT

Help Wanted Female 15

[illegible]

EXPERIENCED [illegible] WOMAN

[illegible]

Opportunity To Learn Trade

[illegible]

[illegible] WHILE LEARNING AND RAPID PROMOTION

Take Advantage of [illegible]

SELECTIVE SERVICE [illegible] EMPLOYMENT OFFICE

[illegible]

Help Wanted Female Inst 15A

Girls and Married Women [illegible]

[illegible]

Help Wanted Male 16

[illegible]

Salesmen Agents 16A

[illegible]

OUR BOARDING HOUSE

[illegible] THE VICTORY GARDEN FATHER PLANTED IS [illegible] IN THIS SOUR [illegible] IF SOCRATES WERE HERE HE'D POINT AT ME AND SAY, "HERE STANDS A GENIUS WASTED BY DRAB SURROUNDINGS!" [illegible]
I'M NOT HEARING [illegible] TODAY BUT [illegible] GARDEN NEEDS FERTILIZER [illegible] YOU'VE GOT A FOUR-MOTORED [illegible] LET'S SEE A TEST FLIGHT!

Help Wanted Male Inst 16B

[illegible] MEN and WOMEN
Train Now For Good Pay As Welders
[illegible]
AUTO MECHANICS
DIESEL CATERPILLAR OPERATORS
[illegible] important war work [illegible]
Chicago Vocational Schools
[illegible]
Name [illegible] Age
Address

Teachers Wanted 18

[illegible]

Srs Wanted Female 19

[illegible]

DIRECTORY

Professional Services 21

PHYSICIANS AND SURGEONS

[illegible]

PHYSICIANS AND SURGEONS

[illegible]

DENTISTS

[illegible]

CHIROPRACTORS

[illegible]

BARRISTERS AND SOLICITORS

[illegible]

EYE EAR NOSE AND THROAT

[illegible]

OPTOMETRISTS & OPTICIANS

[illegible]

Business Services 22

[illegible]

PHYSICAL CULTURE

[illegible]

DANCING TEACHERS

[illegible]

Educational Services 23

[illegible]

Household Services 26

AUCTIONEERS

[illegible]

WINDOW CLEANERS

[illegible] WINDOW CLEANERS [illegible]

Repairs 27

[illegible] repair at the factory [illegible]

LIBERTY MACHINE WORKS
[illegible] engine rebuilding and gear cutting

ADAMS RADIO
[illegible]

Radio Repairs

Sound Equipment Rental

RADIO SOUND SERVICE
[illegible]

Home Building and Renovating 28

RADIOS

[illegible]

TENTS & AWNINGS

[illegible]

CONTRACTORS

[illegible]

PLUMBING AND HEATING

[illegible]

LUMBER

[illegible]

Shingles Soon

[illegible] Roofing
[illegible] of Lumber

Hancock-Jones
Limited
[illegible] Ph. [illegible]

[illegible]

[illegible] Materials for Building of Homes.
BOTH FIR AND SPRUCE
[illegible]

[illegible] Can Get What You Need

[illegible]
CO. LTD.
Phone 26155

Home Building and Renovating 28
(Continued)

LUMBER

We Guarantee Best Service On Building Materials Available

BEAVER
(Alta.)
LUMBER
LIMITED
Edmonton's Newest Yard
[illegible] St. Ph. 24525

We Can Supply All Your Requirements For a Building

LUMBER — INTERIOR FINISH
CEMENT — PLASTER
SCREEN WINDOWS AND
COMBINATION DOORS

W. H. CLARK LUMBER
CO. LTD.
[illegible] Street, Edmonton
Phone 24[illegible] — Phone 24[illegible]
Better Materials at no Extra

FOR SALE 30

MISCELLANEOUS

[illegible] in 3 weeks. Near [illegible] Ph. 72214

[illegible] range, late model, $1[illegible] Ph. 7[illegible]

[illegible] evenings [illegible]

[illegible] BROS.
[illegible] Ave. [illegible]

PAINTERS AND DECORATORS

[illegible]

PIANOS MUSICAL INSTRUMENTS

[illegible]

VACUUM CLEANERS

[illegible]

SPORTING GOODS HUNTERS SUPPLIES

[illegible] and other [illegible] supplies [illegible] Exchange

FURNITURE

[illegible]

[illegible] Your Furniture
[illegible] part of your entire [illegible]

Machinery and Pipe 31

[illegible] engines. Beatty made [illegible]

[illegible] DeWitt [illegible] Ltd., 6[illegible] West Pender St.

[illegible] Transmission and steel plates
[illegible] JUNK CO.

[illegible] general repairs [illegible] corrugated galvanized sheets
[illegible] LAND LTD.

Farm Supplies Stock 32

BABY CHICKS

[illegible] HATCHERIES LTD.
Ph. 2[illegible]

[illegible] White Leghorns [illegible] Available for late June [illegible] delivery. Orders must be placed immediately as supply is limited. PRINGLE ELECTRIC HATCHERIES, 10127 102 St. Ph. 2[illegible]

Farm Supplies, Stock 32
(Continued)

LIVESTOCK

PUREBRED Tamworth boars [illegible] Filbet, Clover Bar, Ph. 972-63[illegible]

HORSES wanted for fox feed, highest market prices. Red Top Products Ltd. 59[illegible] 129 Ave. Ph. 12813

SEEDS and SUPPLIES

GRASS SEEDS and CLOVERS, BROME, Crested Wheat, Sweet Clover, White or Yellow Timothy and Clover Mixture
Get our prices [illegible]
CAPITAL SEED & POULTRY SUPPLY
Market Square, Edmonton, Alberta

DOGS, PETS AND PET SUPPLIES

ENGLISH Springer water spaniel, liver and white. Two years [illegible] registered stock, well broken. At sacrifice price. 9333 106A Ave.

FARM EQUIPMENT

WANTED — Late model rubber-tire 2- or 3-plow tractor. G. Hansen, Carvel, Alberta

IT PAYS TO USE THE BULLETIN FOR ALL YOUR WANT AD NEEDS

Wtd Miscellaneous 33

WANTED one good used electric range in good condition. In reply give price [illegible] Alta.

CLOAD'S AUCTION BUYS
FURNITURE, dishes, tools, ranges, clothing. Highest prices. Ph. 2472[illegible]

BAND INSTRUMENTS WANTED
We pay [illegible]
ROBINSON & SONS
10247 Jasper Ave.

BEST PRICES FOR FURNITURE, TOOLS
MEN'S AND LADIES CLOTHING, AT
KAP Ph. 26658

CASH FOR OLD GOLD
Look up your watch cases [illegible]
[illegible] guaranteed watch repairs at very [illegible]
[illegible] Smelting and Refining Co. 101[illegible] 10[illegible] St. Ph. 24644

[illegible]

WE BUY
HIDES — FURS
HORSE HAIR
Highest Cash Prices. Ship To Us
Halford Hide and Fur Co.
LIMITED
[illegible] Ave. Edmonton

[illegible]
Highest Market Prices
[illegible] Deliver
[illegible]
Eggs
Live or Dressed Poultry
to the
[illegible] Produce Co.
[illegible]
Phone [illegible]
[illegible] 97 Ave.

WANTED: Tools, dressers, bedding, sewing machines, dishes, odds and [illegible]

F. Appleby, Auctioneer
[illegible]

Find Us Short of Merchandise
HIGHEST CASH PRICES
[illegible]
MERCHANDISE STOCKS
[illegible]
We want Men's Wear, Ladies' Wear, Shoes, Dry Goods, Drugs, Hardware [illegible] quantity too large or too [illegible]
Representative Will Call
Phone or Write
ARMY & NAVY DEPT. STORES
[illegible]

WE BUY
[illegible] National Cash Registers in good condition, for cash.
The National Cash Register Company
Edmonton [illegible] Ph. 2[illegible]
We also have a limited stock of New Registers for Sale

[illegible]

Wanted To Buy
[illegible] Singer sewing machine [illegible] refrigerator [illegible]

WE CAN
RE-NEW
and Repair
Your RONSON LIGHTER
Fast Service
IRVING KLINE
EDMONTON'S CREDIT JEWELLER
[illegible] Ave. [illegible]

WE PAY SPOT CASH
FOR Household Furniture, Heaters, Ranges, Dressers, Tools, Clothing, etc.
CHARLES MUNTON
Ph. 2-3-5-3-4

Swaps 34

CYCLETTE, age 6 or 7, also [illegible] cycle or what? 9651 103 Ave.

[illegible] for 1940 car and cash, in good shape [illegible] acreage. Must be near [illegible] 11468 124 St.

RENTALS

The Maximum Rentals Regulations require all landlords renting any accommodation other than sleeping rooms to file with the Wartime Prices and Trade Board Form R.C. 60 within ten days after renting the accommodation.

Rooms Wanted 45

RETIRED farmer seeks quiet permanent home anywhere. Send full particulars or nothing and how to get there. Can pay well. Box 16 Bulletin.

Room and Board 47

COMFORTABLE well furnished [illegible] with board for gentleman. Ph. [illegible]

[illegible]

Furnished Rooms 48

[illegible]

Furnished Rooms 48
(Continued)

[illegible] FURNISHED bedrooms [illegible]

FURNISHED sleeping room, suitable [illegible] gentlemen. Private entrance. [illegible]

FURNISHED front room [illegible] twin beds, suit 2 gentlemen. Americans preferred. 11617 123 St.

Furnished Suites 51

[illegible] non-drinkers to share [illegible] with business lady. Box 62 Bulletin.

Suites Wanted 52

$15.00 REWARD
FOR INFORMATION LEADING TO
Rental
of small furnished apartment in good neighborhood. Adult couple.
BULLETIN, BOX 84

Houses Wtd to Rent 53

WANTED—5 room house by soldier posted in Edmonton by August 1st. Will exchange for home in Calgary. Permanent. 537 11 Ave., East, Calgary, Alta.

Wanted at Once
FURNISHED HOUSE
5 to 10 rooms
RELIABLE AND RESPONSIBLE AMERICAN FAMILY
EXECUTIVE WITH ONE OF THE AMERICAN FIRMS
PH 29231 . . . Ext. 27

Resorts 61

COTTAGES, furnished, near well, July [illegible] August. Box 663, Red Deer, Alta.

LAKEFRONT cottage, Seba Beach [illegible]

ASPEN Beach, cosy, attractive summer [illegible] season [illegible] Further particulars. Ph. [illegible]

CRYSTAL Springs, North Pigeon, log [illegible] accommodate 12. Running water [illegible] piano, ice. Very [illegible] only. Ph. [illegible]

EDMONTON Beach—Cosy cottage, [illegible] Ph. 74[illegible]

PIGEON LAKE: well furnished log [illegible] Silver Bay. Lakefront [illegible] First 2 weeks July or [illegible] Ph. 2[illegible] Eves 34144

[illegible] cottage, Edmonton Beach [illegible]

[illegible] Beach comfortable cottage, [illegible] accommodate 6 or 8. Month-season [illegible] $50 month. Apply Duncan, 97[illegible]

FURNISHED cottage [illegible] Seba [illegible] accommodate 8, fireplace; boat. Ph. [illegible]

FURNISHED cottage for sale or rent at [illegible] Lake, 2 bedrooms, living [illegible] 2 large verandas [illegible] sleeping porch and boat [illegible]

[illegible] stove, lake front. Two or three [illegible] preferred. C. Burt[illegible] Alberta Beach, Alta.

[illegible] Beach, Duncan's cottage, accommodate six; pump, boat. [illegible]

BANFF—ROOMS, CABINS
CENTRAL, CLEAN
Mrs. Philpott, 326 Martin, Banff

[illegible] Mrs. A. E. [illegible] Inn, Sylvan Lake

ASPEN Beach, Gull Lake, furnished [illegible] accommodating 8 persons [illegible] private well. Inquire 10126 100 St., Edmonton, The Canada Permanent Trust Company.

[illegible] beautiful log cabin. Available for the season. [illegible] one of the largest and best equipped summer homes at Lake [illegible] Ample accommodation for [illegible] and cold running water. Modern bathroom. Good canoe. For further particulars apply The Canada Permanent Trust Co., 10126 100 St., Edmonton.

REAL ESTATE

Houses Wtd to Buy 65

[illegible] for cash [illegible] any part [illegible]
[illegible] Westerberg
[illegible] BLDG. PH. 27741

Houses for Sale 66

5 ROOM bungalow, close west, vacant [illegible]

Possession 1st July
[illegible] modern home in De[illegible] some terms.
Lawrie Investment Agencies
[illegible]

GOOD INVESTMENT, nearly new [illegible] and bath [illegible] Full basement [illegible] Rented at $35. $3,200 cash, [illegible] to a reliable buyer.

[illegible]

[illegible] central, south east [illegible] Ave., and 10[illegible] 100 [illegible] 19 100A St.

[illegible]
[illegible] Park District, close [illegible] 4 rooms and bath [illegible] floors, full concrete basement. Possession in September. Price [illegible]

[illegible] Limited
10[illegible]81 100A St. Ph. 24832. Evgs. 34144

[illegible] modern, very best of furniture included. Central. Immediate possession of 3 rooms. Revenue $41 monthly. $4[illegible]

[illegible] fully furnished; close in [illegible]

ROOM 4, 10160 101 ST. PH. 2[illegible]

Highlands District
Good 6-room house, modern, oak [illegible] basement, furnace, a[illegible] splendid condition. Large lot, garage. Bright, cheery home. Regulation possession.
Price $3,200 on Terms
[illegible]
430 Empire Building. Ph. 2-3-5-1-[illegible]

7-Room House
CLOSE IN WEST END
[illegible] and no repairs needed. Extra sun-room and breakfast room. Garage.
$3,900

[illegible] Alberta Ave.
[illegible]
[illegible] SEMI-BUNGALOW
[illegible] den, greenhouse and [illegible]
$4,000

[illegible]

[illegible] ENTERTAINMENT [illegible] PUT AN AD IN THE BULLETIN

FRECKLES
TOO
LARD LARD [illegible] CAN YOU HEAR ME?
?

Houses for Sale 66 Houses for Sale 66 Houses for Sale 66 Houses for Sale 66 Houses for Sale 66 Listings Wanted 74 Listings Wanted 74 Money to Lend 81

Whyte & Co. LIMITED

Real Estate & Business Brokers

If you are BUYING Real Estate in Central and Northern Alberta, we can give you the best of service, whether it be BUSINESSES of any kind, FARM LANDS, HOUSES, INVESTMENTS in the CITY, TIMBER LIMITS. We are well supplied with LISTINGS in every line and have the same customers dealing with us for thirty year. WE would like to ADD YOU to our LIST

HERE ARE A FEW OF THE MANY OFFERINGS THAT WE HAVE FOR YOU

GENERAL STORE, about 60 miles from Edmonton, has Post Office, cream agency, egg agency, Imperial Oil agency, long distance telephone, with good revenue from these services. Stock about $6,000. Fixtures [illegible]. Turnover about $37,000, nearly all cash. TERMS for stock and fixtures, wholesale cost CASH. Buildings: House, 6 rooms; store 24'x60', oil house, garage, flour warehouse, coal house, ice house. Price for buildings $5,000. Terms $500 cash, balance easy.

GENERAL STORE, stock about $7,000. Fixtures $1,000. Turnover from $22,000 to $25,000. Price, wholesale cost. All CASH for stock and fixtures, or nearly so. Rent for brick store 25'x50', $38 a month.

GENERAL STORE, at country point. Stock about $1,200. Fixtures [illegible]. Terms, CASH. Store building, with 4 living room, garage, warehouse, can be purchased at a very low price and on exceptionally good terms.

GENERAL STORE, including Hardware—one of our best northern towns, exceptionally good development, population about 1,500. Stock about $10,000. Fixtures $1,500. Turnover about $60,000. Terms for stock and fixtures $8,000 CASH, good terms for balance. Building 35'x100' with mezzanine 30x20 can be purchased for a reasonable price, or rented for a term of years.

DEPARTMENT STORE, one of our exceptionally good towns, mixed farming and industries. Stock about $55,000. Fixtures about $1,000. Turnover about $225,000. Price for stock, wholesale cost. Terms: About 75% cash. [illegible] Store has [illegible] department. Attractive building, [illegible] may be rented [illegible] purchased at a reasonable price.

MEN'S WEAR, railroad point, mixed farming and industries tributary. Stock about $8,000. Good turnover and can easily be very much increased. Best men's furnishings stock within radius of 50 miles. Well bought, well [illegible]. Fixtures $1,000. Terms: About $[illegible] CASH, balance easy. Store building with plate glass front 26'x58', may be rented for $25 a month. This is a real opportunity to make money.

RECREATION HALL in one of our best small cities, a very busy [illegible]. Turnover over $[illegible]. 12 full sized billiard tables and fixtures. 4 regulation bowling alleys and fixtures. Price $27,500. Terms: CASH. It would be possible to pay for this business out of the proceeds in 2 years. Building 50'x100', brick and tile, with 8 rooms upstairs, may be rented at reasonable rental.

BEAUTY PARLOR, nicely equipped, doing good turnover. Located in one of our good towns, about 75 [illegible] $400 [illegible] shop, with one living room, $14

RESTAURANT, in one of our real good towns, about 600 population, well equipped, doing good turnover; service for about 50 people. Price $3,000. Terms: CASH

COFFEE SHOP, good mixed farming town, population about 300. Stock about $450. Fixtures $1,500. Turnover about $10,000. Terms: CASH. Rent for shop, with 2 living rooms, $20 a month

TIMBER LIMIT, with sawmill. Roads built. On Alaska Highway. Very large quantity of timber available, running into some hundreds of millions. Mill in the woods. Planer at railroad siding. Very complete outfit. Cash required about $140,000

HOTEL, Red Deer district, good mixed farming town. Population about 250. Very substantial building, hot air heat, electric light. 14 rooms. Price $9,500. Terms $4,500 CASH, balance monthly. High class community

HOTELS

HOTEL, 16 rooms; steam heat, electric light. Turnover about $16,000. This hotel can be bought for $10,000 CASH, it is a good buy.

HOTEL, about 100 miles from Edmonton, on gravel. Good mixed farming district. Turnover about $17,000. 18 rooms. Extra well furnished. Flush toilets and bath, steam heat; Calgary Power. Price $18,000; $12,000 CASH, balance easy.

FARM LANDS

Exceptionally **GOOD BUY IN SECTION OF LAND**, 53 miles from Edmonton. 600 acres broken, 400 acres in crop, and crop goes with the farm at price quoted. Level land, black loam. Well fenced; 2 good wells. 6-roomed frame house, plastered; frame barns; granaries 6,000 bushels; chicken house; boarded corral. Price $23,000; $8,600 CASH, balance very easy. Present owner can supply tractor and most of machinery required at reasonable price. This is a real farm.

HALF SECTION, Daysland district. 230 acres broken; level, black loam. Good fencing. Good well. 9-roomed bungalow, cement foundation, plastered, cost $3,500. Frame barns, lots of granaries, frame; chicken house, hog house, machine shed. Price $6,500. Terms: $4,500 CASH, balance easy

QUARTER SECTION, near Rosevear on McLeod River. 40 acres broken. Large log barn. Granary, chicken house. Fenced. Good water supply. Price $1,200 CASH

HALF SECTION near Clyde. 20 acres broken; creek; 2 wells. 3-roomed hewed log house; chicken house. Price $1,000 CASH

RANCH, Hardisty district. Deeded land 1,120 acres; cultivated 350 acres; 80 acres of river valley. Lots of wood. Open springs. 8-roomed frame house, stone foundation, plastered. Large log barn, shingled; 8 granaries, chicken house, hog house, bunk house, double garage, tool house. Lots of hay. Price $7,500. Terms $5,000 CASH, balance easy

GROCERY, one of the best privately owned GROCERIES in the City. Stock about $5,000. Well equipped with excellent fixtures and refrigeration, which can be bought at a very reasonable price. Terms: For stock and fixtures CASH. Building cost about $17,000, can be purchased for $12,000 or rented at reasonable rental. Turnover about $40,000

SMALL JEWELRY STOCK, good location on Jasper Avenue, excellent fixtures. Price for stock and fixtures $600. Terms: CASH

LISTINGS OF HOUSES FOR SALE ... LISTINGS OF VACANT LOTS FOR SALE ... LISTINGS OF CITY PROPERTY FOR SALE ... LISTINGS OF WELL-IMPROVED FARMS CLOSE to EDMONTON for SALE ... LISTINGS OF HOTELS, GENERAL STORES and BUSINESSES of all kinds in Central and Northern Alberta for sale ... NORTH WEST BREWING COMPANY'S STOCK for sale ... DAIRY SUPPLIES LTD., STOCK for sale

We have **READY FOR YOU**, the **HEAVIEST LISTINGS** in **WESTERN CANADA**, with **EFFICIENCY, EXPERIENCE** and **RESPONSIBILITY** at **NO GREATER COST THAN ELSEWHERE.**

Whyte & Co. LIMITED

REAL ESTATE & BUSINESS BROKERS

10117 100 Street Phone 22554

Pictures of Homes, Large & Small. See them hanging on Lyle Bros. wall.

Lyle Bros.

Mack W. Lyle
President and Manager

10053 Jasper Ave. (Richardson Bldg.)
Phone [illegible] [illegible]
LYLE BROS. IN CALGARY

MANY OF OUR BEST VALUES are sold without newspaper announcements. We suggest you call personally for the latest and best values selling on today's market

Pictures of Homes, Large & Small. See them hanging on Lyle Bros. wall.

Pictures of Homes, Large & Small. See them hanging on Lyle Bros. wall.

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Pictures of Homes, Large & Small. See them hanging on Lyle Bros. wall.

Lyle Bros.

SELL HOUSES
LIKE
HOT CAKES

MANY OF OUR BEST VALUES are sold without newspaper announcements. We suggest you call personally for the latest and best values selling on today's market. 10053 Jasper Ave. (Richardson Bldg.)

WANTED 100 CASH BUNGALOWS

You have EVERYTHING TO GAIN, and NOTHING TO LOSE, when you list your house with LYLE BROS. Ask about our many recent sales. 10053 Jasper Ave. (Richardson Bldg.)

Mack W. Lyle
President and Manager
10053 Jasper Ave. (Richardson Bldg.)

CASH BUYERS WAITING

List your house with Lyle Bros. and Prepare to Move. Ph. 22512-71530

TO CLOSE AN ESTATE

It is our EXCLUSIVE privilege to [illegible] house and grounds, beautifully adaptable for a family h[illegible] quarters or high class guest house.

This advertisement will only appeal to [illegible] who are discriminating and who are seeking [illegible] than just a shelter but rather a home of dist[illegible] then we offer this home of individuality [illegible] sacrifice to the exacting demands of convenience [illegible] living, for instance, 7 bedrooms. Carpets, drapes and [illegible] able. THE BAR in recreation room [illegible] also contains extra toilet, shower, [illegible] storage rooms, hot water heating [illegible] controlled. Double garage heated. [illegible]

Located on the South Side on a large [illegible] where schools and churches are conveniently [illegible] nearby stores offer the best in neighborhood shopping. [illegible] transportation two blocks away. Inspection ONLY [illegible] appointment. Please call at our office for further details.

It requires about $7,000 Cash to handle
Talk to us about the price

The R. L. Greene & Kirkpatrick organization of Real Estate experts places its services at your disposal to effect a quick and profitable sale of your home or farm. Won't you drop in at our convenient office and discuss it with us?

R. L. Greene & Kirkpatrick

"YOUR NEIGHBOR BOUGHT FROM US"
Real Estate and Business Brokers in Ed[illegible]
for more than thirty years
200 Tegler Building. Phone 27181

King Edward School Dist.

We have 3 homes in the above school district, 2 are 7 rooms, 1 8 rooms, [illegible]

The Hooson Co.
Ph. [illegible] [illegible] AVE

GROW WITH EDMONTON

[illegible]

Real Estate development has and will continue to keep pace [illegible]

[illegible]

FOR
RELIABLE ADVICE
AND
BEST RESULTS
Get in Touch with
"THE HOUSE OF SERVICE"

Weber Bros.

AGENCIES LIMITED
Real Estate — Insurance
Financial Agents
EDMONTON, ALBERTA
Ph. 23461 Evenings Ph. 26315

Eastwood

CLINKER BRICK — Block from Eastwood school; 4 rooms, 2 bedrooms, fireplace, gas, water, sewer, [illegible] two years old, basement now being finished. Possession Aug. 1st. Exclusive Agents). $3,500 Cash.

Stucco

Semi-detached, south of Jasper, 7-room each unit, double plumbing, easily convertible to 4 suites (Exclusive Agents). By appointment only. Price $8,500. $2,500 cash.

"YOUR NEIGHBOR BOUGHT FROM US"

R. L. GREENE AND KIRKPATRICK LTD.
Real Estate and Insurance
200 Tegler Building [illegible]

NORWOOD, stucco duplex, hardwood floors, possession of owner suite $5,750.
EMPIRE AGENCY, 10053 JASPER

FOR [illegible] see Edmonton Home Investment Bureau, Tegler Bldg.

Norwood District

A new stucco bungalow, nice combination living and dining room. Bright cabinet kitchen, 2 good size bedrooms, bath, oak floors, best of fix[illegible] $1,500 [illegible]

N. E. McCutcheon & Co.
[illegible] FONCIER
PH. 26329 - [illegible]

KINMAL Lodge, Pine Lake—Bungalow [illegible] lakefront. Good fishing. A beautiful [illegible] P.O. Drawer [illegible]

4 Rooms, bath, new bungalow, modern, gas furnace, hardwood floors.

Possession August 1st

M. L. A. Nowitskey
REAL ESTATE, LOANS, INSURANCE
10516 96 St., Edmonton, Alta.

9 ROOMS, close in, West, $5,000 cash

A. McGillivray & Co.
610 TEGLER PH. 25347

SOUTH SIDE [illegible] 5 room house (rented $12.00) garage. Taxes $10.52. $1,150, $600 cash.

W. C. ROWE & CO.
Benson Blk., 101 St. Ph. 24747

Possession July 1

Stucco bungalow, built 2 years, 4 rooms and extra in basement, hardwood [illegible]

[illegible] modern house suitable for duplex, garage, reasonable. Early possession. Price $3,500

W. E. WESTGATE
10020 102 AVE. PH. 27778

Pictures of Homes, Large & Small. See them hanging on Lyle Bros. wall.

Lyle Bros.

10053 Jasper Ave. (Richardson Bldg.)
Co-operating with Lyle Bros., Calgary
List your house with Lyle Bros. and Prepare to Move. Ph. 22512-71530

BEAUTIFUL Jasper Place home or cottage. Ph. Melton 82475

Lots for Sale 68

CHOICE BUILDING LOTS FOR SALE
THE CANADA PERMANENT TRUST CO.

Acreage 70

160 ACRES, all cultivated, 10 miles Edmonton Post Office, [illegible]

TWO [illegible] good [illegible] Airport. Ph. [illegible]

16½ ACRES

Fronting gravel highway, bus service, 1 mile summer resort Cooking Lake, 20 miles city, 1/2 mile school and store. 7 room house, garage, chicken house, stable. Price $1,700. Terms. [illegible]

W. E. Westgate
10020 102 Ave. Ph. 27778

Farms Wtd to Buy 71

WE want listings of good, cheap, unimproved quarter sections, any location. If you have a good buy in a quarter section see
DUCEY with MAGEE & MACRAE
10120 100A St. Ph. 26219-25659

Farms for Sale 72

FOR quick sale, ¼ section cheap for cash. J. Messel, 10119 121 St. Ph. [illegible]

HALF Section, well improved, good [illegible] Clover Bar District. About 9 miles east of city limits. $35 per acre. Mostly cash. Possession this fall. See DUCEY for [illegible] 26219-25659

For Sale, Good Mixed Farm

[illegible] acres, 2 [illegible] springs, water in house and corrals. 90 acres in crop, 40 in summerfallow. Going concern optional, good machinery. On 21 Highway.

W. T. Wyndham
ELNORA, ALBERTA

FARM for sale, $800 cash, 160 a[illegible] Ph. 25304

¼ SECTION

[illegible] vated 190 in crop, nice buildings, [illegible] electric lights, land [illegible] level and a choice farm
PRICE $10,500 WITH HALF CASH

Frank Ball Agencies
SUITE 17 10144 [illegible]

CANADIAN PACIFIC [illegible] Farm Lands, partially [illegible] unimproved, also grazing land in the provinces of Alberta and Saskatchewan. Desirable terms. [illegible] Natural Resources, Calgary

Listings Wanted 74

W[illegible] 8-10, 10165 101 St.

PROPERTIES MANAGED. PH. 22611
ADMINISTRATION & TRUST CO.

E. H. Pointer & Co.
Real Estate Insurance Rentals
[illegible] Bank of Commerce Bldg.
[illegible]

Business Oppor 78

[illegible] equipped. Good residential district [illegible]

GENERAL Store and Service Station [illegible]

$450 WILL buy stock and equipment [illegible] that amount of capital [illegible] account of ill health. [illegible] culars apply Box 65 Bulletin.

WEST END

Building [illegible] suitable subdivide 24 rooms, located near [illegible] per ave. 50 foot lot. IMMEDIATE POSSESSION. Price $3,500 cash. Full particulars [illegible] personal view only. Exclusive sale.

W. E. WESTGATE
10020 102 AVE. PH. [illegible]

GENERAL STORE

[illegible] Oil and for one of the best farm implement manufacturers, if so desired. Turnover, without implements last year was $37,000, with very little credit. Stock about $5,000. Fixtures very small. Store building 24x60' insulated, oil house, garage for 2 cars, flour shed, 6 roomed house, ½ acre [illegible] ground.

Price for Building $5,000, Terms.

For stock and Fixtures CASH. And small cash payment and extra good terms on buildings.

WHYTE & CO., LTD.
Real Estate and Business Brokers
10117 100 St. Ph. 22554

REAL ESTATE WANTED

If You are Contemplating The Sale of Your House or Property

THESE REAL ESTATE OFFICES Will Help You Sell

Good Buyers are Readily Located by These Leading Real Estate Offices

THE REASONS ...

1 They have live prospects, who are willing to pay a [illegible] price ... and all live real estate dealers know just what type of property w[illegible] their clients.

2 These men give you protection. Their yea[illegible] in selling real estate plus their established [illegible] assures you of a safe [illegible]

3 The real estate men know the best methods [illegible] advertise your property; they understand what the buying public wants and with [illegible] best describe your property [illegible]

4 Every detail of the [illegible] Their knowledge [illegible] real estate [illegible] money. You can rest assured that everything is attended to when selling your [illegible] and highly trained real estate dealers.

5 You gain the value of their many years of experience ... their knowledge of values ... and their many helpful and money saving suggestions and assistance.

FOR SAFETY AND SATISFACTION DEAL WITH ONE OF THESE REAL ESTATE FIRMS

Frank B[illegible] Agencies
Ste. 17 Br[illegible]
Ph. 21719

[illegible]
10134 Whyte Ave. Ph. [illegible]

[illegible] Agencies
104 Commercial Bldg.
Ph. 25696

N. E. McCutcheon [illegible]
[illegible] Bldg.
Ph. 26329

[illegible] Agency
James Richardson Bldg.
Ph. 21477

[illegible]
14909 Stony Plain Rd.
Ph. 84335

[illegible]
420 Empire [illegible]
Ph. 25517

E. H. P[illegible]
306 Bank Commerce Bldg.
Ph. 21824

R. L. Greene [illegible]
200 Tegler Bldg. Ph. [illegible]

[illegible]
10144 101 St. Ph. [illegible]

Kenwood & Kenwood
10119 100A St. Ph. [illegible]

[illegible] Agencies
305 Moser-Ryder Bldg.
Ph. [illegible]

[illegible]
312 Empire Blk. Ph. [illegible]

The [illegible] Ltd.
[illegible] LEGGE, MGR.
[illegible] LEGGE, SALES
10161 100A St. Ph. [illegible]

[illegible]
10013 101A Ave. Ph. [illegible]

[illegible]
309 Agency Bldg. Ph. 27677

W. E. [illegible]
10020 102 Ave. Ph. [illegible]

CONSULT ONE OF THE DEALERS THIS WEEK

Money to Lend 81

[illegible]

$100 LOANS

[illegible]

CAMPBELL

[illegible]

Insurance 83

[illegible]

AUTOMOTIVE

Auto Wreckers 90

[illegible] Auto Wreckers

[illegible] Auto Wreckage

AUTO WRECKAGE LTD.

[illegible]

Auto Wreckage Ltd.

[illegible]

Accessories, Tires 91

[illegible]

Repairs 92

[illegible]

New Car Dealers 94

[illegible] PONTIAC
[illegible] LTD.
[illegible] DE SOTO
[illegible]
HUDSON, TERRAPLANE
[illegible] MOTORS LTD.
[illegible]
[illegible] A MONTH

Autos Wanted 95

[illegible]

Autos For Sale 96

[illegible]

Classified Display 99

SELLING YOUR CAR?

[illegible]

Burrows Motors

[illegible]

Eat at Earl's

[illegible]

BEST FOODS
AT
MODERATE PRICES

[illegible]

ENJOY THE PLEASANT ATMOSPHERE AND [illegible]
WITH

EARL'S

DELICIOUS MEALS AND SNACKS

Additional Classified Will Be Found On Page 20

Classified Display 99 Classified Display 99

GROW WITH EDMONTON

Pull Together for Victory and the Future of Our City
Firms Listed for Service and Quality

Western Jewelry Co.

10354 101 STREET
Edmonton, Alberta.

A COMPLETE SELECTION OF

ELGIN, WALTHAM, HAMILTON, ROLEX

And Other High Grade Watches

Jewelry and Watch Repairs Carfully and Promptly Attended to

MAIL YOUR ORDERS TO

Western Jewelry Co.

10354 101 STREET
EDMONTON, ALBERTA.

Eat at Earl's

9975 JASPER AVENUE

BEST FOODS
AT
MODERATE PRICES

THIS IS ONE OF EDMONTON'S NEWEST CAFES

ENJOY THE PLEASANT ATMOSPHERE AND SATISFY YOUR APPETITE WITH

EARL'S

[illegible]

National Blend Tea and Coffee

[illegible]

[illegible] NATIONAL BLEND
FOR YOUR HOME CONSUMPTION

[illegible]
NATIONAL BLEND LINES

If you are unable to secure these brands from your dealer Call

NATIONAL BLEND

PHONE 22753

SOUVENIRS OF "ALASKA" EDMONTON

[illegible]

COMPLETE LINE OF SUNDRIES FOR HOMES OR PERSONAL USES

SMALL WARES, NOTIONS, NOVELTIES, JOB LOTS.

N. R. PRODUCTS

[illegible]

FINE CLEANING AND FINISHING

[illegible]

11025 Jasper Avenue. Phone [illegible]

[illegible]

2nd Floor, 10049 [illegible]

[illegible]

Grocery Headquarters

BEST QUALITY—LOWEST [illegible]

HENRY WIL[illegible]

[illegible]

9608 Jasper Ave [illegible]

RICE STREET [illegible]

[illegible]

Air Conditioned [illegible] Refrigeration throughout

10005 101A Ave
Opp. McLeod Bldg. Ph. 22441

[illegible]

Choice Fresh Meats and Po[illegible]
10005 101A Ave Ph. [illegible]
Opp McLeod Bldg.

Grow With Edmonton

SEE US FOR BEST GRADES, DEPENDABLE SERVICE AND LOW PRICES
On All Kinds of
BUILDING MATERIAL

P. MANNING

LUMBER CO., LTD.

10443 80th Ave Phone 32051

Services to the North for the Past Fifteen Years

STILL GIVING SATISFACTION

HANCOCK-JONES LUMBER

[illegible]

FOR ALL KINDS OF BUILDING MATERIAL

ECONOMY LUMBER

101ST STREET AND KINGSWAY

[illegible] Siding, [illegible]

ECONOMY & SERVICE

PHONE 24310

MRS. M. B. McCOLL of M. B. McCOLL Agencies

[illegible] Auto Casualty.

ALASKA HIGHWAY TRUCK INSURANCE

406 AGENCY BUILDING

PHONE 25386

Pictures, Picture Framing, Greeting Cards

T. H. Morgan Ltd.

10355 JASPER PH. 24858

HARD TO FIT?

[illegible] We take your measure with a Patented Gauge that takes the guess work out of measuring

[illegible] clothes to measure. Prices start at $34.00

A. E. AITKEN

2[illegible] BIRKS BUILDING EDMONTON

[illegible] Pieces for Gifts

[illegible]

10438 Jasper Avenue Phone 24811

[illegible]

10237 [illegible]

DOMINION INSTITUTE OF MUSIC

VIOLIN HAWAIIAN GUITAR

[illegible]

[illegible]

10042 [illegible]

[illegible]

9975 Jasper Avenue Edmonton, Alta

WATCH AND JEWELRY REPAIRS

Mail Your Repair Work to

[illegible]

[illegible] STREET PHONE 24044

[illegible]

Phone 24687

[illegible]

10682 97 St. Ph. 21556

Florence Jane Teets
TEACHER OF
PIANO AND THEORY
1-3 Balmoral Blk. Ph. 72332

Classified Display 99

WANTED
LIGHT DELIVERIES AND LIGHT TRUCKS

VALLEY SERVICE
10336 101 St. Ph. 28613

RECONDITIONED CARS

1941 Dodge Sedan	$1330
1941 Plymouth Coach	$1125
1940 Chev. 3-Pas. Coupe	$1075
1940 DeSoto Sedan	$1350
1937 [illegible] 7-Ps. Sedan	$975

THE AUTOMART
10678 Jasper Ave Ph 22258

1938 FARGO TRUCK

GOOD ENGINE. GOOD RUBBER
WILL TAKE CAR AS TRADE IN

PHONE 24484

ANY TRUCK DOOR GLASS
$1.75

Guaranteed to Fit

LIVINGSTON GLASS WORKS

Glass for Autos Is Our Business Not a Side Line

HAPPY HOBBIES

A complete storehouse of ideas and materials for every type of [illegible] and entertaining hobby.

SOUVENIRS, STAMPS, ARCHERY, MODELCRAFT, BEADS, WOODBURNING CRESTS

Just North of Macdonald Hotel

THE EASIEST WAY
To Sell or Buy
Used Household Needs
IS TO USE
A Low Cost
BULLETIN WANT AD
PHONE 26121
and an expert Ad Taker will help you prepare your copy

PEP'S

Quality
FOODS
and
Unsurpassed
COFFEE

DOWNTOWN EDMONTON

BUSINESS SERVICE GUIDE

Of Edmonton's Reputable Business Firms!

Consult this Special every Saturday for exceptional buys in every line of merchandise. This is your guide to good Service and Economical Buying.

FURNITURE

Real Furniture Bargains
Will Be Found At
Podersky's Furniture
104 St. Jasper

PICTURES

Pictures
Picture Framing
Greeting Cards
T. H. Morgan Ltd.
10355 Jasper Ph 24858

HOTELS

York Hotel
[illegible] Ave at 96 St
Attractive rates and a newly opened modern coffee shop. Hot and cold water in every room
3 Blocks East of C.N.R. Depot

RITZ HOTEL
Edmonton, Alta., 97 St. 104 Ave
Rooms [illegible]

CASTLE HOTEL
Edmonton, Alta., 102 St. 104 Ave
Rooms 75c

HOTELS

IN EDMONTON
IT'S THE
EMPIRE HOTEL
Recently
Redecorated and Refurnished
Hot and Cold Water
Attractive Rates
10246 96 St Ph 25078

Make Your Home at the
Grand Hotel
103 Ave. at 103 St.
EDMONTON
Fully Modern Low Rates

PLUMBERS

Plumbing Installation!
Write or Phone for our Free Estimates given by experienced men
H. Kelly & Co., Ltd.
10041 101A Ave Ph 21644

RADIOS

Radio Repairs
Should not be left until the very last minute. Have your set reconditioned NOW!
ADAMS' RADIO
10418 Jasper Ph 21744

TAILORS TAILORS

GROW WITH EDMONTON!

ATTENTION LADIES!

Now is a good time to have that Man's Suit tailored into a smart tailored suit for you
PRACTICE WARTIME ECONOMY
See us today, for prices. No obligation
An experienced tailoress is at your service
See Us for Your Tailoring Needs

LAMBERT RIOPEL
TAILOR
10586 101 St. Phone 26215

HOUSEHOLD SERVICE DIRECTORY

An Index to Business and Professional Firms, and the Services They Offer!

Ambulance and Taxi

HAYS, Jack, Ambulance and Taxi Ltd., 10036 101 St. Ph 22111. A dignified courteous service. Also Drive Yourself

Articles Wanted

PHONE 24943 for best prices on rags and bottles. Edmonton Junk Co.

Auctioneers

WE buy furniture, dishes, etc. Fred Appleby, Auctioneer, 10024 102 Ave Ph 26515

[illegible] 10024 99 St. Phone [illegible] goods [illegible]

Barristers and Solicitors

GRANT & Stewart, Charles H. Grant K.C., 513 McLeod Bldg. Ph 22677

JAMIESON & JAMIESON
212 McLeod Bldg Ph 26590

Bicycles

C.C.M. bicycles. Expert repairs. CROWN CYCLE SHOP, 8915 118 Ave

Draperies

Thornton & Perkins Co.
10628 Jasper Ave Ph 24654

For Emergency

Fire Calls Only	Ph. 100
City Police	Ph. 27171
Dog Pound	Ph 22613
Waterworks Dept. ..	Ph. 26185
Electric Light .	Ph 26184
Street Railway	Ph 71056

Livestock Agents

BROWN, O. A. Ltd. Livestock Commission Agent. Edmonton Stock Yards Ph 71124 res 32472

Parcel Delivery

CHAMPION'S PARCEL DELIVERY
For Careful Delivery, Prompt Service
Phones 22246 22056

Photography

ALDERSON'S Studio for photographs. Prices low. Films finished. 10532 97 St., Edmonton

BULLETIN want ads reach the largest buying market at a low cost. Ph 26121

Plumbing and Heating

ROSS Plumbing and Heating Co. plumbing gasfitting hot air furnaces, eavestroughing and all sheet metal work. 10322 96 St. Ph 26721

Printing

PRINTING
Your Personal and Social Printing Requirements Supplied with Exacting Taste and Refinement
BULLETIN PRINTERS LTD
9616 101A Ave Ph 26454

Shoe Repairs

REASONABLE PRICES!
Klam Shoe Repair 10545 82 Ave

W. TOLLER, 10154 Whyte Ave. Work done reasonable and right

Sporting Goods

Uncle Ben's Exchange
10138 101 St. Ph 22057

Welders

EXPERT welding, moderate prices, 20 years' experience, modern equipment. 9561 Jasper Ave
Darling Electric Welders Ph 26050

GOVERNMENT OF THE PROVINCE OF ALBERTA

NOTICE

TO HOLDERS OF PROVINCE OF ALBERTA DEBENTURES WHICH MATURED JANUARY 15, 1942

The Province of Alberta will pay [illegible] to bona fide holders of debentures of the above issue at the rate of two and a quarter per cent per annum in respect of the half-year ending July 15, 1943, being at the rate of $11.25 for each $1,000.

Holders will be paid interest as above on presentation of their debenture or debentures for notation thereon of such payment of interest at any branch of the Imperial Bank of Canada in the Dominion of Canada or at the Bank of The Manhattan Company in the City of New York, in the United States of America.

Dated at Edmonton, Alberta, this 30th day of June, 1943.

(Sgd.) HON. S. E. LOW
Provincial Treasurer.

Extract from The Alberta Gazette of June 30, 1943.

Legal Notices—

PUBLIC NOTICE

AVAILABLE GOVERNMENT PASTURE

There is pasture available at the present time for over 1000 head of stock in the Blackfoot Provincial Grazing Reserve located at North Cooking Lake. Dues for the grazing of stock are 40c per head per month for cattle and 45c per head per month for horses. Inquiries should be addressed to the Director of Lands, Department of Lands and Mines, Edmonton, or to Mr. A. D. Bennett, North Cooking Lake Post Office.

V. A. WOOD
Director of Lands
Department of Lands and Mines,
Edmonton, Alberta,
June 17, 1943

ADDITIONAL LEGAL ADS WILL BE FOUND ON PAGE 21.

OWN Your Own HOME *in a* GROWING CITY

RESIDENTIAL LOTS FOR SALE

In All Parts of Edmonton

CITY OF EDMONTON

LAND DEPARTMENT

Ground Floor Civic Block

ALLEY OOP

AWRIGHT NOW, BOYS, YOU'VE GOT NOTHIN' TO WORRY ABOUT. I'LL TAKE CARE OF EVERYTHING. HAR HAR HAR! IF Y' WANT ANYTHING JUST TRY 'N GIT IT!
THIS IS MORE THAN I CAN TAKE... I'M GONNA GIT UP AN' KNOCK THAT BIG MOOSE APART!!
STEADY, OOP... GET A GRIP ON YOURSELF... WE CAN'T TIP OUR HAND JUST YET
"OUR TIME'LL COME." YEH... AN' WHERE'LL I BE WITHOUT MY AX?? THEY TOOK IT!
YES.. AND LOOK WHAT THEY DID TO ME-- TOOK ALL MY TIN DUDS! BUT WE'LL MAKE OUT... SOMEHOW!
SAY! BY JUPITER I COULD DO WITH THAT BELT MAYBE!

Legal Notices—

GOVERNMENT OF THE PROVINCE OF ALBERTA

NOTICE

TO HOLDERS OF PROVINCE OF ALBERTA DEBENTURES WHICH MATURED JANUARY 15 1939

The Province of Alberta will pay interest to bona fide holders of debentures of the above issue, at the rate of two and one-half per cent per annum in respect of the half-year ending June 15, 1943 being at the rate of $12.50 for each $1,000.

Holders will be paid interest as above, on presentation of their debenture or debentures for notation thereon of such payment of interest at any branch of the Imperial Bank of Canada, in the Dominion of Canada, or at the Bank of the Manhattan Company in the City of New York, in the United States of America. Debentures should be accompanied by the usual ownership certificates required by the Dominion Government as in the case of coupons.

Dated at the City of Edmonton, this 30th day of June, 1943.

(Sgd.) S. E. LOW,
Provincial Treasurer.

(Extract from The Alberta Gazette of June 30, 1943.)

GOVERNMENT OF THE PROVINCE OF ALBERTA

NOTICE

TO HOLDERS OF PROVINCE OF ALBERTA DEBENTURES WHICH MATURED JULY 15, 1941

The Province of Alberta will pay interest to bona fide holders of debentures of the above issue, at the rate of two and a quarter per cent per annum in respect of the half-year ending July 15, 1943 being at the rate of $11.25 for each $1,000.

Holders will be paid interest as above, on presentation of their debenture or debentures for notation thereon of such payment of interest at any branch of the Imperial Bank of Canada in the Dominion of Canada or at the Bank of the Manhattan Company in the City of New York, in the United States of America, or at the office of Lloyd's Bank Limited in London, England.

Dated at the City of Edmonton, this 30th day of June 1943.

(Sgd.) S. E. LOW,
Provincial Treasurer.

(Extract from The Alberta Gazette of June 30, 1943.)

CANADA GRAIN ACT
BOARD OF GRAIN COMMISSIONERS FOR CANADA

PUBLIC MEETINGS
re
ELEVATOR TARIFFS

For the Crop Year Ending 31st July, 1944.

NOTICE IS HEREBY GIVEN that the Board of Grain Commissioners for Canada will hold public meetings at the places and times specified hereunder to hear submissions regarding the maximum tariffs of charges to be made by licensees of country and terminal elevators during the Crop Year ending 31st July, 1944, and any other related matters which may properly be brought before the Board at such time.

WINNIPEG — THURSDAY, JULY 22nd, 1943 at 11:00 A.M., in the BOARD ROOM on the FIRST FLOOR of the GRAIN EXCHANGE BUILDING.

VANCOUVER — MONDAY, JULY 26th, 1943 at 11:00 A.M., in the MERCHANT'S EXCHANGE, MARINE BUILDING.

By Order of the Board
SECRETARY

Winnipeg, June 9th, 1943.

Judicial Sale of Farm Property by Tender

PURSUANT to the Order for Sale and directions of the Honourable Mr. Justice O'Connor, sealed tenders will be received for the purchase of:

PARCEL NO. 1 — The South East quarter of Section Twenty-seven (27), Township Fifty-one (51), Range Eleven (11), West of the Fourth Meridian, in the Province of Alberta, containing One hundred and sixty-four (164) acres, more or less. Reserving unto the Canadian Pacific Railway Company all coal;

PARCEL NO. 2 — The North East quarter of Section Twenty-seven (27), Township Fifty-one (51), Range Eleven (11), West of the Fourth Meridian, in the Province of Alberta, containing One hundred and sixty (160) acres, more or less; Reserving unto the Canadian Pacific Railway Company all coal and petroleum.

There are no buildings on Parcel No. 1. On Parcel No. 2 there are six buildings consisting of a frame 1½-storey house, with shingle roof and cement foundation, bunkhouse and implement shed, both frame with shingle roofs, frame barn, with 10-foot studs, shingled, hip roof and cement foundation; log hog house with shingle roof, and frame granary with shingle roof and stone foundation. Approximately 120 acres of each quarter section have been cultivated. The lands are 4 miles from the nearest elevator and post office and 3 miles from the nearest school.

Parcel No. 1 is offered for sale at an upset price of $2,000.00. Parcel No. 2 is offered for sale at an upset price of $3,800.00, and the two parcels are offered for sale at an upset price of $5,800.00.

Tenders may be offered for either parcel or for both parcels.

Tenders must be enclosed in sealed envelopes marked "Tenders re National Trust Company Limited vs Platt et al, No. 32824 S.C.A.", addressed to R. P. Wallace, Clerk of the Supreme Court, Court House, Edmonton, Alberta, and must be in the hands of the said R. P. Wallace not later than 12:00 o'clock noon on the 17th day of July, A.D. 1943.

TERMS OF SALE—Each tender must be accompanied by a marked cheque for 10% of the amount of the tender and the balance of the purchase price shall be paid into Court within 60 days after acceptance of tender without interest, or the deposit of 10% shall be forfeited by the successful tenderer if he refuses to carry out the purchase after acceptance of his tender. Cheques of unsuccessful tenderers shall be returned to them immediately after rejection thereof.

The highest or any tender not necessarily accepted.

In all other respects the terms and conditions of sale will be the standing conditions of sale of the Supreme Court of Alberta so far as the same are applicable hereto.

For further particulars apply to GERALD O'CONNOR, K.C., BARRISTER, 1 NATIONAL TRUST BUILDING, EDMONTON, ALBERTA.

DATED at the City of Edmonton, in the Province of Alberta, this 20th day of March, A.D. 1943.

"R. P. WALLACE"
C.S.C.A.

APPROVED. It appearing that the plaintiff's claim and the arrears of taxes exceed the value of the lands.

"G. B. O'CONNOR,"
J.S.C.A.

Unknown Number Of Airmen Killed In Eastern Crash

MONTREAL, July 3—(CP)— An unknown number of men were killed yesterday when two R.C.A.F. planes crashed near Pendleton, Ont., and two men were killed when two planes collided near Plantagenet, Ont., No. 3 Training Command of the R.C.A.F. reported today.

Gallant Greeks Seek Help in All-Out Fight

A well organized and determined army of Greek guerillas still persists in defiance of Axis occuping forces, preferring death to surrender. Such resistance is encouraging, and all the more admirable when one considers that it comes from a people who have suffered such agonizing torments under the heel of the enemy.

Thousands of these gallant people are dying from diseases and starvation, and the people of Canada have the opportunity to stretch out a helping hand. The Canadian Greek War Relief fund has been campaigning for a minimum of $300,000 to buy supplies of medicine, clothing and food to be shipped to Greece. The objective has been passed but every dollar raised may mean life to another of our suffering allies.

Donations should be sent to J. G. Nickerson, manager, Edmonton main Branch, The Royal Bank of Canada, or to any branch of the Royal Bank. The need is urgent so please be generous.

Previously acknowledged $21,597.70

Liberal Meeting Called For July 7

C. H. Grant, secretary of the Edmonton Liberal Association, announced Saturday that the organization will hold its annual meeting in the I.O.O.F. hall, 103 street at 8 p.m., Wednesday, July 7. Neil D. Maclean, K.C., is president.

Besides a discussion on business of the association, officers will be named for the coming term. Reports of officers, it is expected, will give an account of the general council meeting held in Calgary recently, when a resolution was carried by a large majority, to co-operate with all organizations opposed to the present government through the officers of the Independent Citizens' Association of Alberta.

Tanker Launched

VICTORIA, July 3—(CP)—SS Mount Royal, a tanker completed here slid down the ways at Victoria Machinery depot last night. The huge ship was given her name by Mrs. George Cramb, whose husband holds an advisory position with Wartime Merchant Shipping.

AUCTION SALES

Attractive Residential

AUCTION SALE

Of Beatty Washing Machine, Singer Sewing Machine, Dining Room Suite, etc., on

MONDAY, JULY 5th
At 10332 122 Street
At 1:30 p.m. Sharp

Acting on instructions from MRS. B. KELLY, I will sell 5 rooms of Good Furniture consisting of: 8-piece oak dining room suite in very nice condition, round extension table, 6 chairs with genuine leather seats, very nice buffet, Lino rug 6x9, very nice studio lounge; 6'6"x9' rug, oriental design; small Wilton rug, Treadle 7-drawer Singer sewing machine in dark oak, as good as new; bridge lamps, occasional chair; walnut combination table and magazine stand; 8-day clock, Westminster chimes; books, quantity of Geographical magazines; 4 ft. walnut bed complete, walnut chiffonier; 4'6" panel-end walnut bed complete with good spring-filled matress and Waysagless spring; walnut chiffonier, Beach high oven gas range in white enamel with pilot light, porcelain kitchen table, 2 chairs, Beatty copper tub washing machine in very nice condition; quantity of good dishes; silver cake plate, screwed-in handle; silver bread tray; green stand dish; 2 china cake plates; big glass dish, glass celery dish, silver bon-bon dish; silver butter dish; blue dish; black fruit bowl, vases, silver bon-bon dish; silver cake plate; silver bread plate; divided pickle dish, salad bowl; 3 Japanese prints, silver flower basket, blue bowl, quantity of good bed linen, curtains and drapes. Garden tools, kiddies' toys, sealers, clothes line, all dishes, pots and pans. Goods on view morning of sale.

NO RESERVE

ARTHUR CLOAD
AUCTIONEER
Ph. 24725. Lic. 64-43-44. 10219 100A St.

LIST OF SALES
By
CLYDE S. SMITH

MONDAY, JULY 5—William Bright, 1 mile north and 4 miles west of Rich Valley. Three horses, 6 cattle, 20 hogs some machinery and furniture.

WEDNESDAY, JULY 7—Mrs. Grombeck, 2 miles west and one mile north of Rocky Rapids. Two horses, 7 cattle, machinery and furniture.

THURSDAY, JULY 8—Mr. C. Gray, 9811 153 St. A complete house of furniture, also bee equipment, garden tools, plumber equipment, lawn roller, lawn mower, dishes, pots and pans. Full particulars Wednesday, July 7.

FRIDAY, JULY 9—F. W. Pearce, 8 miles east and 2 miles south of Fort Saskatchewan. Horses, machinery and furniture.

THURSDAY, JULY 29—Edward Hartweg, five miles north and 2 miles east of Chesfhill. Two horses, 8 cattle, 6 hogs, machinery and furniture.

CLYDE SMITH
AUCTIONEER
10239 99 St., Edmonton. Phone 24470
License No. 1-43-44

CASH AUCTION SALE

Carload of horses, 10 sets of harness, stock saddle at

BURNS' BARN, 10132 80 Avenue, South Edmonton.

SATURDAY, JULY 10TH
R. T. Graham, Owner.

BURNS
THE AUCTIONEER
License No. 26-43-44. South Side

New Company Will Develop Northern Oil

New impetus will be given to development of the Athabaska Oil Sands, it was learned here recently, when it was announced that L. R. Champion, prominent Montreal financier, and a group of associates, has acquired the holdings and patents of International Bitumen Limited, and will proceed to operate the Bitumount plant of that company.

Mr. Champion and his associates in co-operation with R. C. Fitzsimmons, who discovered the first successful process for extracting oil from the sands on a commercial basis, have formed a new company, Oil Sands Limited, to operate the holdings.

Machinery and equipment for the plant already has been received, Mr. Champion announced, and the Bitumount plant will be renovated and put into operation as soon as this equipment can be installed.

These holdings are made up of 3,800 acres adjacent to the Athabaska River, and it has been common knowledge that the oil content is enormous. Along the river there is an 80-foot section where pure oil sands are visible, which extends back for several miles. The overburden is from nothing at the river to 10 feet a mile back.

LARGE AMOUNT

L. C. Stevens, a noted mining engineer, recently stated in a report to government officials that there are more than 300,000 barrels of crude oil to the acre, or a sufficient quantity for a 10,000 barrel a day separation plant, which would be the normal run for more than 50 years.

Other engineers' reports of this area show that the devonian limestones are exposed on the surface below the river level in a synclinal trough. It is believed that this structure is responsible for a thickening of the overlying oil sands and their enrichment as the drilling has indicated.

TEST HOLES

A wide range of test holes put down over this acreage shows that the rich oil sand goes to a depth of as much as 250 feet. These devonian limestones in the Turner Valley field are found at a depth of from five to six thousand feet, so that centuries ago glaciers have taken off the overburden from this leaving the oil lying in the sand on the surface.

An immediate market for all the paving materials and fuel oil products the company can produce is assured by the large demand for deisel and road oil, asphalt paving and roofing products resulting from the numerous highway, airport, housing and other construction projects now under way in Edmonton and nearby areas, Mr. Champion pointed out.

ROAD OIL

During the last session of the Alberta Legislature, Hon. W. A. Fallow, minister of public works, stated he was negotiating with this company for the purchase of 1,500,000 gallons of road oil for use on highways of Alberta.

Correspondence with the oil controller's office indicates that production from the plant will greatly alleviate the existing shortage of bitumen products which have been drained so drastically not only for road building and maintenance but from allied industries, such as the making of bricquettes, battery boxes, paints, plastics, expansion joints and many other products.

REPORT OF TEST

According to a report and test made by the federal works agency, Public Roads Administration, at Washington, D.C., crude oil analysed from this plant was given an SC 4 asphalt specification which is somewhat higher in grade than that used on good public highways. Practical demonstration of these qualities have been in evidence in Edmonton and district, Jasper and Banff National Parks and elsewhere throughout Canada for many years where the International Bitumen Company sands have been used for road surfacing purposes. Without exception they have proven to be impervious to extremes of heat and cold and have stood up with almost unbelievable endurance under heavy motor and truck traffic.

Another interesting feature of the Athabaska oil sands is that they contain a high percentage of "ictholene", the trade name of a substance used as a vital constituent of skin healing salves and ointments. Before the war this product came exclusively from Australia.

REVIVES INDUSTRY

Action of Mr. Champion and his associates, in entering the oil sands industry, will mean reviving of the industry, rather than starting it. In the past 20 years, more than 500,000 gallons of oil have been obtained from these holdings, and made into paints, road-building materials and roofing products at a plant in Edmonton. Under the new plans of Oil Sands Limited, these activities are to be extended greatly, and the output of the plant is to be much increased.

Besides his connection with Oil Sands Limited, Mr. Champion is president of Champion Savings Corporation Limited; vice-president, Prudential Trust Company Limited; president Maritime Central Airways Limited; Granby Aviation Limited; president, Stanfield Securities Limited, and president Sentinal Securities Limited.

Going North

L. R. Champion, prominent Montreal financier, who is flying north to look over holdings of Oil Sands Limited, a new company formed by himself and associates who have acquired the holdings of International Bitumen Company limited. Oil Sands Limited plans to renovate and operate the plant at Bitumount as soon as equipment can be shipped to the site. Mr. Champion has been staying at the Macdonald hotel.

Memorial Service Is Planned Sunday

A memorial service, to members of the I.O.O.F. and Rebekah lodges who have died in the last year, will be held Sunday at 3 p.m., in Edmonton cemetery.

Thomas McCallum is chairman of a committee making arrangements for the ceremonies, and D. Wilson secretary.

The Rev. Dr. A. R. Schrag will deliver an address at the service. Mr. Wilson will read the names of members who have died in the last year. A member of Maple Leaf Rebekah Lodge No. 2, L. McKechnie, will sing "Lights of Home."

Lodges taking part will be Friendship No. 7, Edmonton No. 30, Norwood No. 41, Namayo No. 47, Edmonton Encampment No. 2, Patriarchs Militant No. 1, Northern Alberta Veteran Odd Fellows' Association, Maple Leaf Rebekah No. 2, Jewel Rebekah No. 25, Unity Rebekah No. 26, and Ladies' Auxiliary Canton, Edmonton No. 1.

If the weather is unfavorable to the outdoor service, it will be held in the I.O.O.F. hall, 103 street.

Ottawa Minister Gets Jasper Post

The Rev. T. C. B. Boon, B.A., for the last three years chaplain and senior mathematical master of Ashbury College, Ottawa, has been appointed by the Bishop of Edmonton, as rector of the parish of St. Mary's and St. George's Jasper and will commence his work on Sunday, July 11.

Mr. Boon was for some years registrar and lecturer in chemistry at St. John's College, Winnipeg.

Mr. and Mrs. Boon will pass through Edmonton on July 7th to take up duties in Jasper.

Nazis Issue New White Paper on War Policy of U.S.

NEW YORK, July 3—(AP)—The Berlin radio said in a propaganda broadcast today that the German foreign office had issued a new white paper entitled "Roosevelt's Way Into War," and containing "secret documents on the war policy of the President of the United States from European archives."

The broadcast asserted that the war is "Roosevelt's war" and "he certainly will have to bear responsibility for it." The broadcast was recorded by the Associated Press. The White paper was described as the first in a series with the general title of "Causes for the War of 1939."

OUT OUR WAY

I JIS THOUGHT I'D PLAY SAFE! THE LAST TIME I WENT SHOPPING WITH YOU MY LEGS ACHED LIKE EVERYTHING FROM HAULIN' AROUND BARGAIN COUNTERS, WHILE YOU LOOKED OVER LOTS OF STUFF AND THEN DIDN'T BUY ANYTHING!
WHY MOTHERS GET GRAY
J.R. WILLIAMS

TODAY'S MARKETS

Toronto Stocks

TORONTO, July 3—(CP)—The market was fairly [illegible] industrials while other [illegible] on the Toronto Stock Exchange [illegible]. Trading was [illegible]. The utilities as a group were [illegible].

By James Richardson & Sons

	[illegible]	[illegible]
Aunor	2.33	[illegible]
Beattie Gold	[illegible]	[illegible]
Bralorne	[illegible]	[illegible]
Broulan Porc	[illegible]	[illegible]
Buffalo Ankerite	3.45	[illegible]
[illegible]	[illegible]	[illegible]
Central Patricia	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Dome Mines	23.??	24.25
East Malartic	[illegible]	[illegible]
Gods Lake Mines	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Hard Rock Gold	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Kirkland Lake Gold	[illegible]	[illegible]
Kerr Addison	[illegible]	[illegible]
Lake Shore Mines	[illegible]	[illegible]
Little Long Lac	[illegible]	[illegible]
McKenzie Red Lake	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Macassa Mines	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible] Mines	[illegible]	[illegible]
O'Brien	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Perron Gold	[illegible]	[illegible]
Pioneer Gold	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Preston East Dome	[illegible]	[illegible]
San Antonio Gold	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Teck Hughes Gold	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Upper Canada	[illegible]	[illegible]
Ventures Ltd	[illegible]	[illegible]
Waite Amulet	[illegible]	[illegible]
Wright Hargreaves	[illegible]	[illegible]
Aldermac	[illegible]	[illegible]
Bankfield	[illegible]	[illegible]
Base Metals	[illegible]	[illegible]
Bidgood	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Cariboo Gold	[illegible]	[illegible]
[illegible] Mines	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Eldorado	[illegible]	[illegible]
Falconbridge	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Nipissing	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Negus	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Paymaster	.91	[illegible]
Pend Oreille	[illegible]	[illegible]
Powell Rouyn	[illegible]	[illegible]
Reno Gold	[illegible]	[illegible]
Sturgeon River	[illegible]	[illegible]
St. Anthony	[illegible]	[illegible]
Slave Lake	[illegible]	[illegible]
Senator Rouyn	.21	.26

Montreal & Toronto

MONTREAL, July 3—(CP)—Metals and refineries were [illegible] other groups irregular in trading on the stock exchange and curb [illegible] day. Malartic Gold Field [illegible] in golds.

By James Richardson & Sons

	Open	Close
Assoc. Brew	17.50b	18
Bell Telephone	150.50b	152
Brazilian	24.50	24
Br. American Oil	[illegible]	21
B.C. Power A	[illegible]	27
Building Prod.	15.00	15
Can. Car & Found	9	[illegible]
Can. Pac. R.	11.5	[illegible]
Cockshutt Plow	[illegible]	[illegible]
Cons. Smelters	43.75	43
Cons. Gas	131.00b	13
Dom. Bridge	28.50	[illegible]
Dom. Stores	[illegible]	[illegible]
Dom. Textile	7	[illegible]
Ford of Canada	2	[illegible]
Hiram Walker	54	[illegible]
Imperial Oil	14	[illegible]
Imperial Tob.	11	[illegible]
Int. Nickel	36	[illegible]
Int. Petc.	22	[illegible]
Loblaw A	22	[illegible]
Massey Harris	9	[illegible]
Mont. Lt. Ht. & Pow	26	[illegible]
McColl Front	8	8
Nat. Brew.	33	[illegible]
Nat. Steel Ca	[illegible]	[illegible]
Page Hershey Tube	[illegible]	[illegible]
Power Corp.	5	[illegible]
Quebec Power	15.00	15
Shawinigan	18.00	[illegible]
Steel of Canada	66.00	[illegible]
Aluminum	115	115
Bathurst	12.5	13
Cons. Bakeries	13.0	[illegible]
Can. Bud Breweries	10.0	[illegible]
Can. Cement	7.8	[illegible]
Can. Celenese	[illegible]	[illegible]
Can. Malting	[illegible]	[illegible]
Can. Invest. Fund	4	[illegible]
Can. Steamship Pfd.	35.00b	[illegible]
Cons. Paper	[illegible]	[illegible]
Dom. Tar & Chem	8	[illegible]
Dom. Steel & Coal B	9.5	[illegible]
Dist. Seagrams	31.5	[illegible]
Fanny Farmer	24.5	[illegible]
Frazer [illegible]	17	17
Gerasteel Wares	12.7	12
Gypsum Lime & Al	6.8	7
Hamilton Bridge	7.25	7
Howard Smith	15.2	15
Lake of Woods M	24.00	[illegible]
Robert Mitchell	18.00	[illegible]
Ogilvies Flour	24	24
Price Bros	15.5	[illegible]
St. Lawrence Corp	2.75	2

BANKS

Stocks	Close
Commerce	[illegible]
Dominion	[illegible]
Imperial	[illegible]
Montreal	[illegible]
Nova Scotia	[illegible]
Royal	[illegible]
Toronto	[illegible]

New York Stocks

NEW YORK, July 3—(AP)—Pre-holiday apathy dominated the stock market today and, while specialized strength was in evidence, lower tendencies prevailed for the majority of leaders. It was one of the slow sessions of the year, with only about 35[illegible] shares changing hands.

By James Richardson & Sons

Stocks	High	Low	Close
Am. Tel & Tel	154⅛	153⅞	154⅛
Anaconda Copper	28⅛	27⅞	[illegible]
Atchison	58	58	[illegible]
Bethlehem Steel	—	—	[illegible]
Chrysler	84⅛	84¼	83¼
General Motors	—	—	53⅝
Kennecott Copper	—	—	31⅞
Monty Ward	—	—	46
New York Central	—	—	18
Pennsylvania	—	—	29¼
Socony Vacuum	13⅛	12⅞	[illegible]
Standard Oil N.J.	—	—	57¼
U.S. Rubber	—	—	4[illegible]
U.S. Steel	51⅝	51⅛	51⅝

Alberta Oils

By James Richardson & Sons

	Bid	Asked	Prev Bids
Anglo Can.	.66	.68	.65
A.P. Cons.	.12	[illegible]	[illegible]
Brown	.06½	.08	.06¼
C. & E.	1.52	1.55	1[illegible]
Calmont	.26	.24	[illegible]
Commonwealth	.23	[illegible]	[illegible]
Dalhousie	.35	.4	.35
Eastcrest	.13½	.14	[illegible]
Foothills	1.30		1[illegible]
Highwood Sar.	.11	.15	[illegible]
Home Oil	3.40	3.45	3.4
Model	.23	.25½	[illegible]
Okalta	[illegible]		[illegible]
Pacalta	[illegible]		[illegible]
Royalite	—	—	36
United	[illegible]		[illegible]

The soil of Manchukuo is among the richest in the world.

Range in Grain Prices

WINNIPEG GRAIN MARKETS

By James Richardson & Sons

July 3, 1943

	Open	High	Low	Close	Prev. Close	Season's High	Low
WHEAT—							
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
OATS—							
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
BARLEY—							
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
RYE—							
[illegible]	[illegible]	93⅞	94⅛	93⅞	[illegible]	[illegible]	[illegible]

CHICAGO GRAIN MARKETS

By James Richardson & Sons

July 3, 1943

	Open	High	Low	Close	Prev. Close	Season's High	Low
WHEAT—							
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
CORN—							
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
OATS—							
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
RYE—							
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

MARKET MOVEMENTS

JULY 3, 1943

Stocks—

At New York [illegible]
At Montreal [illegible]
At [illegible]

Wheat—

At Winnipeg [illegible]
At Chicago [illegible]

Livestock

EDMONTON LIVESTOCK

[illegible]

$12.25. Good to choice heifers [illegible]

[illegible] $9.75 with a few [illegible] $10 per cwt. [illegible]

[illegible] trading from $8 to $9.25, extreme [illegible]

CATTLE—

[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
Fair to medium steers	10.75	to 11.25
[illegible]	[illegible]	[illegible]
Good-choice H. heifers	10.50	to 11.25
Fair to medium heifers	9.75	to 10.25
Common to fair heifers	8.50	to 9.?5
Good-choice light cows	9.00	to 10.00
Good-choice heavy cows	8.50	to 9.00
Fair to medium cows	[illegible]	9.50
Common to fair cows	7.00	to 7.75
Canners and cutters	4.50	to 6.50
Bulls	8.00	to 9.25

[illegible]

AT ST. PAUL

[illegible] and good feeder steers $12½-$14.

Calves, 75. Vealers good and choice $13½-$15½.

Hogs, 1,500. Good and choice barrows and gilts 170-300 lb. $13¼, good [illegible]

Local Produce

BUTTER PRICES

[illegible]

CREAM PRICES

[illegible]

EGG PRICES

[illegible]

Wholesalers to country shippers: A large 32, medium 30, pullets 25, B 25, [illegible] 22.

[illegible]

Grain Inspections

Edmonton inspection, July 2

2 Northern	1	[illegible]
[illegible]	[illegible]	[illegible]
2 C.W.	[illegible]	
[illegible]	[illegible]	[illegible]
3 C.W. 6 row	1	
[illegible]	[illegible]	[illegible]

Dominion Bonds

By James Richardson & Sons
DOMINION OF CANADA

	Bid	Asked
[illegible]	[illegible]	[illegible]
[illegible] 1944-49	[illegible]	[illegible]
[illegible] per cent, 1950-55	98⅞	100⅛
[illegible] per cent, 1949-59	108½	110½
[illegible] per cent, 1968	101¼	104¼
3 per cent, perpetuals	91	95½
[illegible]	[illegible]	[illegible]

DOMINION GUARANTEES

[illegible]	[illegible]	102
[illegible]	[illegible]	[illegible]

PROVINCIAL BONDS

[illegible]	[illegible]	[illegible]
[New] Brunswick, 4½, 1961	113⅛	116⅛
Nova Scotia, 4½, 1962	114⅛	117
[illegible]	[illegible]	[illegible]
Alberta, 6, 1947	[illegible]	[illegible]
Alberta, 5, 1955	87	88
Alberta, 4½, 1956	81½	87½
Alberta, 4, 1954	81	85
Alberta, 5, 1959	[illegible]	[illegible]
B.C., 6, 1947	108⅞	111
B.C., 4½, 1956	110⅞	113¼
[illegible]	[illegible]	[illegible]
Manitoba, 4½, 1958	113	116¼
Saskatchewan, 5½, 1962	104	
Saskatchewan, 4, 1954	93½	96½
Saskatchewan 5, 1959	104	107

PUBLIC UTILITY SECURITIES

[illegible] Power 4½, 1960	100¼	104¼
[illegible]	[illegible]	[illegible]

CORPORATION SECURITIES

[illegible]	[illegible]	[illegible]
Nor. West Util. 6,	101	103
Can. Invest. Fund	4.15	

Dow Jones Averages

[illegible]	[illegible]
Rails—	
11 a.m.	36.42 dn .09
Close	36.50 dn .01
Utilities—	
11.00 a.m.	21.37 up .10

Chicago Wheat Prices Decline

CHICAGO, July 3—(AP)—Wheat [illegible]

Wheat Futures Gain Fractions

[illegible] were taken for shipment east.

Demand was good for cash coarse grains but lack of offerings restricted [illegible]

WINNIPEG CASH WHEAT

By James Richardson & Sons

[illegible]	[illegible]	1 C.W. 6 row	64⅝
[illegible]	[illegible]	[illegible]	[illegible]
2 C.W.	94⅛	No. 1 feed	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]

WINNIPEG PRIVILEGES

By James Richardson & Sons

[illegible]

Edmonton Grain

Alberta Wheat Pool

Barley—	Close	Oats—	Close
[illegible]	[illegible]	[illegible]	[illegible]
2 C.W.	[illegible]	No. 1 C.W.	46
[illegible]	[illegible]	No. 1 feed	40
[illegible]	[illegible]	[illegible]	[illegible]
3 C.W.	71	Ergot	[illegible]

These are Edmonton street prices [illegible] adjustable from point of shipment.

TORONTO CLOSING AVERAGES

By James Richardson & Sons

Industrials	[illegible]
[illegible]	[illegible]
Base Metals	[illegible]
[illegible]	[illegible]

Experts Find Nazi Mark VI Tank Can Travel Under Water

[illegible] with the 88MM. gun, can travel under water.

If you want the BEST COVERAGE RATES CLAIM SETTLEMENTS Place your Insurance with... W. T. WILKIN Ltd.

SHIP YOUR WOOL

To our approved wool grading warehouse at Edmonton. Immediate grading at Edmonton and prompt payment. Operated on behalf of the Canadian Wool Board and under federal supervision.

A. WYMAN & CO.

10529 105th Ave., Edmonton Phone 24775

Ready-Mixed

CONCRETE

●

Alberta Concrete Products Limited

Phone 23881

Corner 104 Ave. and 111 St.

W. H. CLARK Lumber Co.
LIMITED

Lumber - Interior Finish
Builders' Supplies

109 St. Edmonton
Phones 24165 - 24166

Better Materials at No Extra Cost

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FIRE—AUTO—CASUALTY

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Women Won't Talk

By RENE RYERSON MART

CHAPTER XXII

THE luncheon gong broke up the conference.

I couldn't tell you what Clara served to us that noon. I made a pretense of eating by jabbing a fork at the food on my plate whenever anyone looked my way. But I needn't have bothered. Walter and George became involved in a business conversation almost immediately we sat down at the table, and Kathy and Connie, judging from the expression on their faces, were busy with their own thoughts, and none too pleasant ones, either.

Kathy got up and excused herself while dessert was being served. I left the table myself as soon as I decently could after that and started for my [illegible]. I wanted to be alone where I could think things out.

When I reached the hall Kathy was coming down the stairs. She had gone to her room and changed into the flamboyant polka-dotted dress that she had worn the day of Derek's death. But she wasn't wearing the coat that went with it. She carried that carelessly over one arm.

I gaped at her open mouthed and a hundred horrid suspicions whirled through my head. She moved quickly toward the hall door, flinging an abrupt explanation over her shoulder. "I'm going down to see Clint. Maybe I can persuade him not to give your gun to the police."

Then she was gone before I could say anything even if I had been able to. As I stood staring at the door swinging shut behind her, the phone rang.

I answered it automatically. It was the telephone girl in the village. She said she had a telegram for me, and asked whether she should read it to me, or send it out to the house.

"Read it to me, of course," I said.

It was from the Peabody Brothers Publishing Company and the message was terse:

CLINT MATTISON UGLIEST MAN WEST OF THE ALLEGHENIES.

• • •

It is one of the tragedies of life that the people we know the best we know the least. I had gone to a great deal of bother to check up on Clint Mattison, suspicious of him because I didn't know where his father and mother were, where he had gone to school, how many love affairs he had had. And yet Kathy, whom I had known from a baby, was more of an enigma to me than he was.

And Connie with her beautiful [illegible] face—what did I really know about Connie? She had been [illegible] she had [illegible] and her [illegible] marriage to Walter had lifted her [illegible]. I had thought that she loved Walter, but might it not [illegible] ambition and greed that motivated her? And [illegible] past [illegible] and position. I [illegible] George [illegible] Derek had been [illegible]. But [illegible] he had been [illegible] Connie?

And what did I really know about myself? A rather arrogant old woman stared [illegible] back at me when I looked in the mirror. A woman with masses of white hair, and a flair for clothes. A woman brittle and worldly-wise with violent emotions which even sixty years of living hadn't burned out. But what was really in my heart?

It wouldn't have taken much at that moment to push me over the edge into hysteria. And I knew that wouldn't do. If it came to the worst I was going to need all my vitality and my wits. The thing to do was to stop thinking [illegible].

I went up to my room and lowered the shades and lay down on the bed but it was no good. Sleep was a million miles away. If I had had a sedative to take—but I'm so disgustingly healthy that there's nothing in my medicine cabinet. Then I thought of Walter. He suffers from insomnia. He probably had something.

I went down the hall and into the back bedroom that he was using as his dressing room and into the bathroom beyond it. Sure enough the medicine cabinet was crammed with bottles. There were cold tablets, mouth washes, gargles, cathartics and one bottle bearing a pharmacist's label. I opened it and poured a few of the tablets into my hand. They looked like the ones the doctor had left for Margaret. I read the directions. Take one or two at bedtime. They were evidently sleeping tablets.

I laid a couple of them on the rim of the wash stand and started to put the rest back into the bottle and then paused, looking at them curiously. There must have been two dozen of the tablets altogether. If one took them all it would be easy to sleep and forget—everything forever. I came to with a guilty start. What was it that Deputy Shaw had said when he questioned me about the attempt on Margaret's life? That women of my age didn't commit murder, that we had lived so long, been through too much to ever think of taking the easy way out. Maybe he was wrong. Maybe young Deputy Shaw didn't know how tired one could get.

And something I had said in answering him then came back to me. Something I had said [illegible] myself at the time but had said nothing [illegible]. But [illegible]. I held on to the thought for a moment examining it. If it was true—

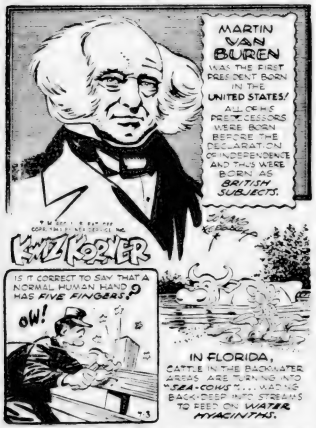
With a blinding flash of understanding I saw the [illegible] thing. I knew who had killed Derek Grady.

To Be Continued

HOLD EVERYTHING

"The dance is ending, soldier—you can step down now!"

CURIOUS WORLD


MARTIN VAN BUREN WAS THE FIRST PRESIDENT BORN IN THE UNITED STATES! ALL OF HIS PREDECESSORS WERE BORN BEFORE THE DECLARATION OF INDEPENDENCE AND THUS WERE BORN AS BRITISH SUBJECTS.
COPR. 1943 BY NEA SERVICE, INC.
KWIZ KORNER
IS IT CORRECT TO SAY THAT A NORMAL HUMAN HAND HAS FIVE FINGERS?
OW!
7-3
IN FLORIDA, CATTLE IN THE BACKWATER AREAS ARE TURNING INTO "SEA-COWS"... WADING BACK-DEEP INTO STREAMS TO FEED ON WATER HYACINTHS.

Answer: [illegible] one of the five terminal members of the hand, including the thumb."

Establish Schools To Train Workers

The R.C.A.F. has set up new schools for the training of welders, metal workers and carpenters, it was announced Friday by officers at No. 3 Recruiting Centre, R.C.A.F., Edmonton. In order to meet increased demands by the service for these special trades, it has been found necessary to train men in the Air Force.

Most of the training in these trades is given at Galt and St. Thomas in Ontario. There are unlimited openings available in all three trades.

This new training plan presents the opportunity for any man under [illegible] years of age to get good training [illegible] of the war [illegible]. Men [illegible] with a grade VIII education are urged to visit the Air Force Recruiting Centre in the Post Office Building, Edmonton, for further information.

Jasper Mission Sponsors Picnic

[illegible]

(To be colored with paints or crayons. Whenever you come to a word spelled in CAPITAL letters use that color.)

[illegible] dress trimmed with bands of YELLOW.

[illegible] Both children have PINK cheeks and RED [illegible]

CLAIRE VOYANT

WELL, THE BISCO BAY'S GONE, AND HERE WE ARE IN THE POND AGAIN!
COOKIE, I SWORE TH' NEXT BLOOMIN' TIME WE WAS ADRIFT IN TH' DRINK TOGETHER YE WOULDN'T TALK ME 'ALF OUT OF ME MIND. HOW WILL YE PIPE DOWN?
I'VE GOT A CUT BEHIND MY EAR!
HERE LET ME PUT A BANDAGE ON IT!
CLAIRE, I GUESS I'LL HAVE TO WARN YOU ABOUT TEX. HE'S A WOLF!
YOU DON'T SAY?
YOU WOULDN'T BELIEVE IT 'CAUSE HE DON'T TALK MUCH BUT, IN EVERY PORT WE HIT HE'S GOTTA TAKE ME ALONG JUST TO BEAT THE LADIES OFF WITH A STICK!

Today! In Glorious Technicolor—"HAPPY GO LUCKY" *Capitol*

NANCY

OH, NANCY--- GRACE WANTS TO KNOW IF SHE HAS TO PAY FOR HER BABY SISTER TOO
OF COURSE NOT!
CIRCUS
BOX OFFICE ADM. 1¢
I MUST MAKE A SIGN OUTSIDE
LATER
!
ADMISSION 1¢ CHILDREN IN ARMS ADMITTED FREE

Everything for the Family **ARMY & NAVY** Alaska Outfitters (Reg.)
DEPT. STORE — EDMONTON

AROUND HOME

IF YOU SEE MYRTLE OUT THERE, TELL HER TO COME IN!
I'M SORRY TO SAY IT, SUSIE, BUT THIS WINDOW IS SO DIRTY I CAN'T SEE A THING!
I WAS JUST HOPING YOU'D SAY THAT!
YOU MISSED A LITTLE PLACE UP AT THE TOP!

69c THRIFTY WASH, 10 lbs. All Flat Work Ironed **CAPITOL CLEANERS and LAUNDRY** CARRY and SAVE CLEANING. • Suits • Dresses 49c

HUGH STRIVER

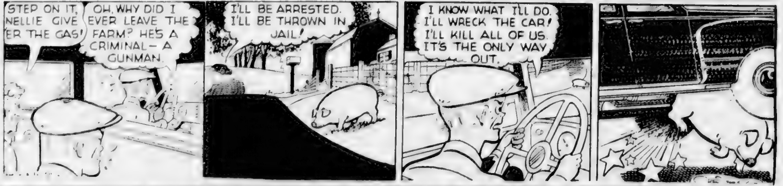
YOU LISTEN TO HUGH, YOUNG FELLOW, AND YOU'LL KEEP OUT OF TROUBLE!
HE'LL NOT WALK ON LAWNS AGAIN, SIR
HERE, IRA, PUT THIS PAPER ON THAT PORCH!
TOSS IT, YOU MEAN..
RUN IN, AND PUT IT THERE!
THIS WILL DO JUST AS WELL.
CRASH!!
DALE URBEY

PODERSKY'S 104th ST. and JASPER AVE. BETTER QUALITY **FURNITURE** FOR LESS! BUY YOUR FURNITURE AT PODERSKY'S **LTD.** 104th ST. and JASPER AVE. ONE STORE ONLY

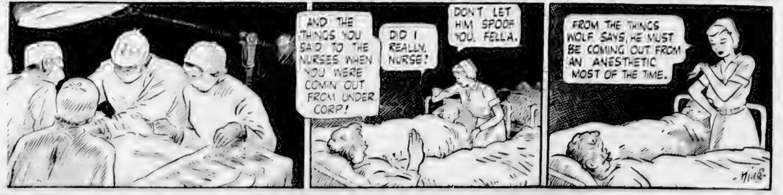
SUPERMAN

HIS THROAT WILL BE RIPPED TO SHREDS!
OPTIMIST!
BUT AS THE WHIRLING SAW BLADE CONTACTS THE MAN OF TOMORROW'S IMPENETRABLE SKIN....
TCH! TCH! LOST ITS TEETH!
WHICH GIVES ME AN IDEA!
THE CHISEL BROKE!
TWO JAPS WITH ONE THROW! SOME 'FEET'!
YOWLP!
FEAT RENDERS JAP-BOYS VELLY UNHAPPY!!

DICK TRACY


STEP ON IT, NELLIE GIVE 'ER THE GAS!
OH, WHY DID I EVER LEAVE THE FARM? HE'S A CRIMINAL— A GUNMAN.
I'LL BE ARRESTED. I'LL BE THROWN IN JAIL!
I KNOW WHAT I'LL DO. I'LL WRECK THE CAR! I'LL KILL ALL OF US. IT'S THE ONLY WAY OUT.

GASOLINE ALLEY


AND THE THINGS YOU SAID TO THE NURSES WHEN YOU WERE COMIN' OUT FROM UNDER, CORP!
DID I REALLY, NURSE?
DON'T LET HIM SPOOF YOU, FELLA.
FROM THE THINGS WOLF SAYS, HE MUST BE COMING OUT FROM AN ANESTHETIC MOST OF THE TIME.
KING

ORPHAN ANNIE

VE TOOK A LEEDLE VATER, YES! BUT NOD TOO MUCH--AND HERE IN THIS SECRET POOL IT ISS SAFE!
I TOOK VUN PEEK THROUGH DER PERISCOPE! NO VUN ISS AROUND--
OF COURSE NOT! NO VUN VILL THINK TO LOOK HERE! BUT VE PULL DOWN DER PERISCOPE UND LIE QUIET FOR A WHILE, CHUST IN CASE!
FUNNY! WE'VE BOMBED EVERY INCH OF THE CHANNEL! NOT A SIGN OF 'EM! WHERE COULD THEY BE?
COLONEL MILDRED! TH' WAR ISN'T OVER! HAVE OUR COMMANDOS GET BACK TO PATROLING THIS CASTLE---EVERY PASSAGE AND STAIR-- EVEN TH' POOL---
YES SIR, COLONEL ANNIE! AT ONCE!
HAROLD GRAY

Before the Magistrate

3 Charges of Conspiracy In Black Market Remanded

Chris D. Needham was remanded to July 16 on three charges of conspiracy and seven breaches of the wartime prices and trades board regulations when he appeared before Magistrate A. J. Millar, K.C. in police court Friday afternoon.

One of the counts, preferred against him in the operation of a black market in Edmonton, concerned the unlawful conspiring to defraud the Canadian government of $1,645 in duties and taxes payable on 100,000 American-made cigarettes. He was charged on this count of conspiring with Robert M. Rado and other Edmonton citizens.

On a second charge, Needham pleaded guilty to conspiring with John Rutherford Shirreff, Mackie McCallum, Bruce Laidlaw, John Clydesdale, Vazil Kazakos and others, to defraud the Dominion government of $1,151.50 in duties and taxes payable on 70,000 American cigarettes. A third charge was of conspiring, combining, confederating and agreeing with Robert M. Rado to commit an indictable offence to have in their possession 500 cartons of American cigarettes.

Charges under the wartime prices and trade board regulations included supplying butter (three counts), supplying coffee (five counts), not in accordance with orders of the board.

• • •

Robert M. Rado pleaded guilty to three charges of breach of the Wartime Prices and Trade Board regulations: One count of obtaining unlawfully 30 pounds of sugar from Needham; two counts of supplying 12 pounds of coffee to J. W. Mashaw, and 30 pounds of sugar to Edward W. Bailey.

• • •

O. C. Long, charged with buying one pound of coffee from Needham, not in accordance with regulations issued by the Wartime Prices and Trade board, pleaded guilty and was fined $15 and costs or 21 days.

All charges were laid by Royal Canadian Mounted Police.

• • •

Parents of the 15-year-old prisoner had failed miserably, and the consideration they now asked on behalf of their boy was not warranted, Magistrate A. J. Millar, K.C., was told in police court Saturday morning by Crown Prosecutor Clifton G. Purvis, K.C. Since 1938, continued Mr. Purvis, the boy, now accused of theft of two motor vehicles, total value of which were $2,000, and property of the United States government, had appeared 21 times before the juvenile court.

Hugh C. McDonald, K.C., defence counsel, stated the case of another youth who had been discouraged from unlawful actions by a sound thrashing. "If the boy is worth saving, let's try to save him," he suggested.

Mr. Millar asked the boy if he had ever received a spanking. The accused said he had not. The father of the accused, called to the front of the court, stated he had licked the boy. The latter told the court he would like a licking.

"You have fallen down badly in your duty as a parent," said Mr. Millar, addressing the father. "He should be given a good beating with a strap, as I would do if he was my son."

The magistrate referred to the accused's record. In 1941, he had appeared three times in the juvenile court, while in 1942 he had appeared eight times in that many months.

The case was adjourned until July 7, on both charges, so that a "sound thrashing could be administered," upon which Mr. Millar was to be advised. He would take the beating into consideration in handing down a judgment, he said. The father agreed to punish his son.

• • •

Percy Sinnett was found guilty of keeping liquor for sale, for which offence he was given the maximum fine of $300 and costs or three months in jail with hard labor. Three intoxicants were each assessed $20 and costs or 30 days.

Is Congratulated

Peter Glassman, city jeweller and community welfare worker, who recalled Saturday that many years ago he had predicted the building of the Alaska Highway. He has been a candidate on several occasions for public office.

Merchant Foresaw Alaska Highway

A pioneer in the jewelry business in Edmonton, Peter Glassman recalled Saturday that he predicted many years ago the building of the Alaska Highway through Edmonton, and now is receiving congratulations on his foresight.

Mr. Glassman, who takes a keen interest in municipal affairs, and in the city's progress, predicted that Edmonton within a very short space following the war would be one of the major air centres of the North American continent.

He said that the Alaska Highway had been built through Edmonton despite determined opposition from many influential quarters.

Mr. Glassman specializes in watch repairing and has a long list of satisfied customers for to the quality of his work and the dispatch with which it is completed.

—V—

Urges Deportation American Worker

Recommendation that R. M. Rado, former employee of an American contracting firm here, be deported at the termination of his three months sentence was made by Mr. Justice G. B. O'Connor in supreme court Saturday morning.

Rado was found guilty on three charges of forgery with intent that the document forged should be used as genuine. He was sentenced to serve three months on each charge to date from arrest on May 21, 1943. The three sentences will run concurrently.

The documents forged by Rado were subsistence cards issued to men going to northern projects to enable them to obtain subsistence at camps in the North West Territories. It was established by the crown that the cards forged and issued by Rado were used to evade the Alberta liquor commission's regulation relative to the issuance of permits.

—V—

Military Orders

61ST (R) FIELD BTY., R.C., C.A.

Parades: Saturday, July 3, the battery will parade at the Prince of Wales armory at 21.00 hours. Dress as previously detailed.

NO. 1 (R) ARM'D DIV. ORDNANCE, W.S.

Unit will parade at Connaught armory on Monday and Friday, July 5 and 9, at 19.45 hours. Dress: Khaki drill, web (drill order) and respirator.

The officer commanding has called a meeting of all officers and N.C.O.'s for Wednesday, July 7, at 20.00 hours, Connaught armory. Dress: Mufti.

D and M (tracked) by No. 1 platoon on Friday at 19.45 hours. D and M (wheeled) by No. 2 platoon on Monday and Friday at 19.45 hours, as per instructions.

All regular parades until camp are compulsory for the purpose of organization in preparation for camp.—Chas. E. Garnett, Capt., Officer Commanding No. 1 (R) Arm'd Div. Ordnance, W.S.

4TH (R) ARMORED DIV. TROOPS CO. R.C.A.S.C., C.A.

Orders by Capt. T. W. Cogland, M.C., officer commanding.

Parades: The company will parade Monday, July 5, at 19.45 hours. Dress: K.D.'s, skeleton web, no respirators.

Training as per syllabus.

Those who have not drawn khaki drill clothing and are going to camp, must do so on this parade.

LEGION OF FRONTIERSMEN (Canadian Division)

Orders for week ending July 10. All Edmonton squadrons will parade at City Police headquarters at 20.15 hours Tuesday, July [illegible]th, for continuation of training as per syllabus.

A special business meeting of C. Alberta squadron, will be held and all members are requested to be on parade. Dress: Service uniform.

Lt. Geo. Goddard, parade officer.—W. C. Trumble, Capt. and Adjt.

2ND (R) BN. EDMONTON FUSILIERS, C.A.

Orders by Lt. Col. H. E. Pearson, M.C.

[illegible] to Sarcee Camp—Duties: Orderly officer for 3rd July, 2nd Lt. C. P. Logan; orderly officer for 4th July, 2nd Lt. N. G. Campbell; orderly sergeant for July 3, Sgt. M. C. Laing; orderly sergeant for July 4, Sgt. A. C. Campbell.

Following are parade [illegible]

All ranks for first camp will fall in at Victoria armory at 20.00 hours sharp Saturday, July 3.

[illegible]-21.00 hours: kit bags (labelled) will be piled in front of the armory [illegible]

21.00-21.30 hours: Canteen open.

21.30-21.45 hours: Draw rifles.

21.45-22.00 hours: Bn. inspection by C.O.

[illegible].00 hours: Move off for C.N.R. depot.

[illegible] hours: Entrain.

[illegible] hours: Depart for Sarcee.

21.30 hours: The brass band will fall-in to play battalion to railway station.

Dress: Officers: K.D. shorts, short sleeve shirts, web equipment (battle blouse), haversack, basic pouches, respirator slung position.

O.R.'s: K.D.'s, web equipment, haversack, basic pouches, respirator slung position, steel helmet packed in top of kit bag, greatcoat in pack sack.—Allan R. Gillies, Capt., Adjt., 2nd (R) Bn. Edmonton Fusiliers, C.A.

—V—

Organize Union

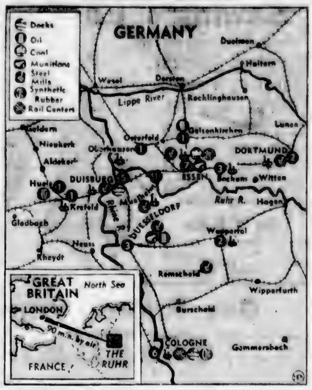
STOCKHOLM, July 3—(AP)—A Finnish-American union has been organized, dedicated to the promotion of better relations between the two countries, Helsinki dispatches said yesterday. Eljas Erkko, editor of the newspaper Helsingin Sanomat was said to be chairman.

LAFF-A-DAY

7-3
Charles Platt
Copr. 1943, King Features Syndicate, Inc., World rights reserved

"I'm so bored I could even go swimming!"

Daily War Map—Exclusively in The Edmonton Bulletin



Slapped by a terrific two-weeks' conclusion to a six-months' knockout bombing campaign, the Rhine-Ruhr valley is disintegrating under the blockbuster blows of Allied bombers. Whole sections of cities have been destroyed and civilians are fleeing the area where Nazis once had 75 per cent. of their war industry. Map shows number of raids in past six months on Ruhr cities and symbols indicate industrial and other targets.

Banquet Marks Canadian, U.S. Anniversaries

Continued from Page Thirteen

It is of the spirit of this meeting that we should think," Governor Gruening stated. He spoke briefly at the banquet as he was also the guest speaker at the mass meeting at the arena.

Welcoming the guest speaker, R. H. Settle, president of the Edmonton Chamber of Commerce, and chairman of the meeting, referred to the acceleration in the tempo of war activity following the arrival here of American troops and civilians to develop plans of both defence and offence against the common enemy.

"We gladly extend a welcome, and I hope that the bond of friendship and kinship which has always existed between, and which has been strengthened by our common efforts, will bind us even more closely together, and that we will continue to move forward as one unit to the achievement of our great purpose," Mr. Settle stated.

MAYOR EXTENDS WELCOME

Extending a welcome to American visitors Mayor John W. Fry referred to the benevolent neutrality practised by the United States prior to Pearl Harbor. The treacherous attack by the Japs turned neutrality into active participation in the war. We were thankful for your help before Pearl Harbor and rejoiced when you became our ally, he stated.

"We are proud of the achievements of our peoples in building the great military road through the Canadian northwest and Alaska and are now thinking of the days of reconstruction when the war has been won, of the part this highway will play in that reconstruction, and of the joint efforts that the peoples of Canada and the United States will bend toward the creation of a new order," he said.

Miss Betty McCaskell, accompanied by Mrs. Betty Sims, was given a great ovation when she concluded the singing of two songs.

AT HEAD TABLE

Seated at the head table were: R. H. Settle, president, Edmonton Chamber of Commerce; His Honor J. C. Bowen, Lieutenant-Governor of Alberta; Hon. Ernest Manning, Premier; Chief Justice Hon. Horace Harvey; His Lordship, W. F. Barfoot, Anglican Bishop of Edmonton; Mayor John W. Fry; General J. A. O'Connor, officer commanding, United States North-west Services; Brigadier-General L. D. Worsham, officer commanding, United States Corps of Engineers; Major A. K. Robertson, R.C.E., representing Major-General W. W. Foster, D.S.O. special representative of the Canadian government for the Canadian Northwest; H. W. E. Riley, representative in Edmonton for the United States War Production Board, Major Willis Bergen, chief chaplain of the North-west Services Command, and the distinguished guest and speaker, Hon. E. H. Gruening governor of Alaska.

"To have been chosen to say a few words for we Americans in Edmonton on this memorable occasion of the visit of our own Governor Gruening of Alaska to your city—and on this neutral date selected for our joint commemoration of your Dominion Day, and our own imperishable Independence Day—is both an honor and a privilege," H. W. E. Riley, special representative for the United States War Production Board in Edmonton, stated.

He said that the total mobilization of the resources on this continent, and the defence of our bonded national borders, has through the medium of our joint war plans, placed a great number of us, your American cousins, in your communities.

RECEIVED GRACIOUSLY

"You have received us graciously and opened your hearts, homes and resources to us. In our typical, driving American fashion to complete our gigantic military objectives in record time, there is no doubt that we have caused considerable confusion in your city."

TERMED "COMMANDOS"

"From time to time we have heard ourselves termed commandos and paratroopers, and even an American army of occupation. We have occasionally dislocated your civilian economy, jammed your transportation, and if we have not moved you out of house and home we certainly have filled Edmonton to the overflowing point.

"We know you understand the nature of our effort, for we have all been impressed with your patience, tolerance and sincere co-operation in our undertakings. If at times you are inclined to feel that we are wearing our welcome a bit threadbare please remember that we are still your American cousins and not an Army of Occupation. As a matter of fact you may inherit a number of us as your American brothers, the potentialities of your great country are so attractive.

"On this July day of our joint observance, we Americans up here feel that you Canadians should be extremely proud of the grand war record of your government. Your production record has been miraculous. Your wartime measures of control have been extremely sound in the face of ever changing conditions.

PRAISES CO-OPERATION

"Your department of munitions and supply, your wartime prices and trade board, your Northwest Purchasing Ltd., and your provincial and local governmental agencies have all co-operated 100 per cent with our American operations in your country. Your chamber of commerce, and local business men have made important contributions to our developments that will reflect in the future commercial life of your growing city," Mr. Riley stated.

"As an American out here, and I am certain that all our people concur, I am proud of the superhuman accomplishment in driving through our several military projects in an unbelievably short time.

"Under the constructive leadership of Brigadier-General O'Connor, chief of the Northwest Service Command, under the forceful direction of Brigadier-General Worsham, Northwest Division Engineer, under the able supervision of J. S. Wright, district engineer of the Public Roads Administration, and through the closely knitted co-operation of your dominion agencies, your Canadian Northwest has been developed into a vital military theatre and your vast natural resources unlocked."

GREAT STRIDES MADE

"Together we have made great strides which will have far reaching effects both in war and in peace.

"Our mutual effort in your country is not an experiment in governmental co-operation. We continue to write and talk about our bonded interests as though there were some doubt about them. The facts are obvious. We are unalterably allied by all of the things which go to make up our great races.

Understanding and confidence exists. Let us make them the bedrock foundation for our independent and inter-dependent planning of our sovereign and independent nations," Mr. Riley concluded.

University to Release Year Book Aug. 15

Students of the University of Alberta now working in many places in the province and across Canada, are waiting anxiously for the University of Alberta year book "Evergreen and Gold" to be released. The 300 page edition measuring 18 inches by 12 inches is one of the highlights of a term at the university.

In former [illegible] been released [illegible] the [illegible] year due to a [illegible] sary and unu[illegible] requirements, a [illegible] and an excessive amount of [illegible] ing to be done the book will not be released until August 15. For Edmonton students the book will be available at the university book store. The book will be mailed to out-of-town students.

The year book is perhaps the biggest extra-curricular activity at the university barring the weekly newspaper the Gateway. In the "Evergreen and Gold" every phase of university life is covered in both story and pictures. Each year the editorial staff chose a motif to be used throughout the book in the cover and pictures. As usual the staff is very reticent about telling what the motif [illegible] remains a mystery.

Being a student at the university during the past term especially for the boys was a serious thing, and many of them did not feel able to spend hours of valuable time working on such extra-curricular activities.

Great credit is due Ronald Goodison, director, Rene Boileau, assistant director, and Frank Murphy, business director, to whom the bulk of the work, editorial and financial has fallen.

—V—

Air Force Seeks Many New Recruits

The present need for men to serve in the R.C.A.F. is emphasized by No. 3 Recruiting Centre in a [illegible] for an unlimited [illegible] electrical mechanics. Authority has been issued by Air Force Headquarters to enlist any number of suitable applicants for [illegible] before July 10.

A wireless electrical mechanic is given a thorough course of training by the air force and ultimately becomes an important cog in the machinery of the Commonwealth Air Training Plan. His work, which includes the maintenance, operation and servicing of all types of wireless and radio equipment, will give him the opportunity to participate in the broad field of commercial radio and aviation in the post-war period.

Men physically fit for ground duty with a Grade 9 or 10 standing are eligible to apply to the Air Force Recruiting Centre in the Provincial Building for enlistment as a wireless electrical mechanic. Full rates of pay and allowances are paid during training.

Telephone Lines To Be Inspected

Telephone lines built recently through Edmonton to Whitehorse and Fairbanks, Alaska will be inspected by a joint mission of Canadian and American technical personnel.

Members of the Canadian mission are Walter A. Rush, Ottawa, controller of radio, department of national defence, and A. D. McLean, Ottawa, controller of civil aviation. Names of the members of the United States mission were not revealed.

The party will leave for the north on Saturday to inspect the newly-constructed telephone line and radio installations at the chain of northern airports.

Also in the party are Air Vice-Marshal A. T. Cowley, and Wing Commander D. A. Weaver, both of Ottawa.

—V—

Cyclist Injured By Automobile

Charles Sherman, 14 years old, 11122 96 street, received injuries to his left elbow when he was knocked from his bicycle near 98 street and 104 avenue about 9 p.m. Friday, by an auto operated by Mrs. Gertrude Townsend, 10057 108 street, he informed city police. He had signalled that he was making a turn and had started to change his direction, when the wheel was struck by the right front bumper and fender of the car. The bike was badly damaged.

Mrs. Townsend stated that she had been following the cyclist but did not see him signal. When the latter started turning, she turned also to try and avoid hitting him. She took the youth to a doctor and later to his home, it was reported.

Had Busy Year

Victor A. Beringer, president of the Edmonton branch of the Alberta Music Teachers' Association, who led his organization through a season punctuated with great activity.

Summer School Registration of Teachers Opens

Registration of teachers returning to Edmonton to attend the summer school sessions of the department of education held at the University of Alberta, opened in Convocation Hall Friday and will continue Saturday and part of Monday. Members of the staff of the department were in charge of the registration. Hundreds of teachers, with the school term completed, have returned to the city to take refresher courses.

[illegible] enrol in the summer school. These students include graduate teachers working on higher degrees, or taking refresher courses, and [illegible] graduate students in many of [illegible] faculties who [illegible] studies for degrees or doing extra [illegible] as the members of the accelerated courses in medicine, dentistry and education. M[illegible] R.C.N.V.R., housed at St. J[illegible] taking courses at [illegible]

Biggest problem in connection with the summer session is the housing problem which makes the influx of several hundred extra people into Edmonton, a crucial question. Hon. Solon E. Low, minister of education, Dr. H. C. Newland, superintendent of schools, with members of the University of Alberta authorities have been appealing to citizens of Edmonton especially in the Garneau and Strathcona districts which are convenient to the university, to makes accommodation for the students possible. It is hoped that enough accommodation will be found.

Not all the members of the faculty are on the teaching staff for the summer session. As is usual several [illegible] invited to teach here for the six week term. Dr. John Macdonald is in charge of [illegible]

—V—

Two Automobiles Reported Stolen

Two autos, taken from service station parking lots, were reported to city police as ha[illegible] it was learned Saturday [illegible]. One was owned by P[illegible] Bateman, W[illegible], [illegible] was the property of an Ed[illegible] resident at present out of [illegible].

Pte. Bateman stated he left [illegible] 1932 sedan, license No. 75-668 at a service station for attention, intending to call for it July 1. The attendant stated he was under the impression that the owner was ca[illegible] ing for it later the day it was left there, and upon closing the shop left it on the lot with the keys in the ignition. The owner said he went to the service station [illegible] to find that the car had been [illegible] away.

Harold Boyle, manager of a service station 10160 102 street, reported the second theft, of a 1937 maroon colored coach, bearing license No. 86-715, from the parking lot there. No employee he stated could recall having seen the a[illegible] between June 29 and July 2, when it was missed. Owner of the car had left it there while he was out of the city, it was learned.

—V—

High U.S. Officer Is Visiting City

Maj.-Gen. Thomas N. Robins, deputy chief of engineers, U.S. Army, Washington, arrived in Edmonton Saturday for conferences with Brig.-Gen. L. D. Worsham, division engineer for Northwest Division of U.S. Army Engineers.

Maj.-Gen. Robins, who is No. 2 officer in the U.S. Corps of Army Engineers, is accompanied by Lt.-Col. E. R. Needles, of the equipment section of the office of the [illegible] engineers, Washington.

Calendar

Queen of Alberta Orange Lodge [illegible] meeting in the Eastwood Community hall on Monday at 8 p.m., when initiation will be held.

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9844 92nd Avenue Edmonton, Alberta

Major And Minor Notes

By John Oliver

JOHN OLIVER

W[illegible] importance was [illegible] by reason [illegible] and two we[illegible] the y set a[illegible] young. But w[illegible] and the fruits w[illegible]

• • •

[illegible]

• • •

From the [illegible] artists won [illegible]

• • •

[illegible] Claudio Arrau, Chilean pia[illegible] Don Cossacks [illegible] ks, tenor of the Metropolitan Opera Association, and Marian An[illegible] an established favorite of long [illegible] and he added further [illegible] to his list of triumphs. The Don Cossacks, likewise old favor[illegible] gave a performance to equal [illegible] had a difficu[illegible] finding a place to stay, due to the housing shortage. Miss Glenn, Miss Anderson and Mr. Arrau, making their first appearance [illegible] themselves a [illegible]

• • •

One notable event during the season was the taking over "for the duration" of the Empire Theatre by a United States construction organization. This [illegible] the progress of the war effort, although it considerably curtailed musical activities. One direct [illegible] Civic Opera Society, to [illegible] production. As a rule this organization gives two operas. Last fall Leslie Stuart's tuneful musical comedy of yesteryear, Florodora was given, and Rudolf [illegible] "The Firefly" had been selected [illegible] line. This was a barrier of [illegible] magnitude coming on top of other difficulties, such as obtaining music and costumes, so a [illegible]

• • •

The Edmonton and d[illegible] entries of former years, [illegible] that in the studios and [illegible] music remains very much of a going concern despite the war. The festival was noteworthy by reason of the introduction of non-[illegible] ents. Whether [illegible] competitive is a debatable matter and is for an occasion other than this.

• • •

There was a post-festival attack by the festival committee of the Edmonton Teachers' Association on Arthur Benjamin, the adjudicator. His judgment was questioned, as were his motives and sincerity. Here again it is not the purpose of this article to debate the merits of the question. Sufficient for the moment to say that Mr. Benjamin's [illegible] school children next year. [illegible]

• • •

[illegible]

• • •

[illegible] first oboist, resigned to join another orchestra and his place has been taken by Harold [illegible]. Bruno Jaenicke, the solo horn, and [illegible] in the world has resigned and his place has been taken by W[illegible] [illegible] trombone, also resigned and his place has been taken by Armand Ruta.

• • •

[illegible] monic personnel [illegible] brilliance, and wealth in talent and [illegible] must feel the loss of such men as Piastro, Glantz, Falcone, [illegible] Labate and others, whose solo and [illegible] helped to keep it on top. Some of the de[illegible] from the ranks are the result of [illegible] appointement [illegible] season [illegible] changes. It is said that [illegible] meantime the successors to [illegible]

Purse Stolen

Theft of a purse containing [illegible] in cash, a cheque for [illegible] together with a national registration card, sugar permit, pen and [illegible] papers, keys and personal [illegible] day by C. Robin, 9551 103 avenue. The theft took place on a C.N.R. train about 5.15 p.m., the complainant stated.

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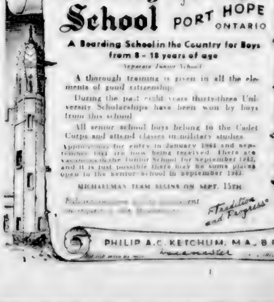

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All senior school boys belong to the Cadet Corps and attend classes in military studies.
Applications for entry in January 1944 and September 1943 are now being received. There are vacancies in the Junior School for September 1943, and it is just possible there may be some places open in the Senior School in September 1943.
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[illegible]
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[illegible] and charm and color to your rooms for the Summer! Rich cotton homespun in shades of wine, green, red and blue! See them Monday! EACH. **$4.95**

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Natural colored cotton monkscloth for these [illegible] you'll welcome in [illegible] for Summer! Handsome [illegible] EACH.

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BUTTON HOLE TWIST, Wanted colors .... SPOOL.	5c
BUTTONS, Large, assorted CARD,	15c and 25c
PINS—Electro-plated, assorted sizes, 300 on a sheet .... SHEET.	4c

—Notions, Main Floor

Gay Printed Broadcloth

Sunshine and flowers captured in this smooth spun rayon broadcloth, favored for Summer frocks because it stays fresh and unwilted through long, busy days! Pretty pastel backgrounds featuring the loveliest of floral patterns in the gayest of colors! Width about 38 inches .... YARD. **$1.00**

Colorful Linene

A favorite of long standing—for house frocks, and blouses and sportswear! Cool cotton linene in a choice of brilliant floral designs. Wide color array—width about 36 inches YARD **59c**

Bright Seersucker

New York cotton seersucker—marvelous fabric for Summer sportswear because it's cool and it doesn't crush and it launders like a dream! Colors run riot in stripes, florals and checked designs. Width about 36 . YARD. **79c**

Alpine Suiting

Heavy spun rayon weave for Summer suits and dresses for skirts and sportswear! Resists creasing—stays smooth and fresh on the warmest days. Light and dark shades — width about 42 inches YARD. **$1.79**

Alpaca Crepe

Another favorite for Summer suits and dresses—rayon Alpaca crepe! Lovely color array includes plain shades of scarlet, white, beige, turquoise, brown, navy and black! Width about 42 inches .... YARD. **$1.00**

Plain Sheers

Breezy coolness in this filmy rayon sheer weave! Lovely for frocks and blouses! Color array includes plain shades of pink, Nile blue, yellow, white, navy and cerise! Width about 42 inches YARD **69c**

Plain Chambray

So crisp, so cool looking—this fine cotton chambray! It works up beautifully into sports frocks and shirtwaist dresses—and it's tubbable, too! Plain shades of tan, blue, green and rose Width about 36 inches YARD. **69c**

Duchess Satin

So many uses for this rich gleaming rayon satin—especially suited to lingerie! Soft pastels and darker shades — width about 35 inches YARD **55c**

Featherdown Voile

Light as its name suggests—cool as ice cream! Dainty cotton voile with white pin dots on plain grounds of blue, tan, navy and black. Width about 36 inches YARD. **89c**

Printed Spuns and Sheers

Two beautiful materials for Summer sewing schemes! Crease-resistant spun rayons featuring bold floral patterns and dots on light and dark backgrounds. The rayon sheers are delicately filmy and show dainty floral patterns on a variety of pleasing backgrounds. Width about 38 inches YARD.

$1.25

—Fabrics, Main Floor

Just Arrived...

Lovely New Blousettes

Dainty Charmers to Team With Suits and Skirts!

Such an exciting array of blousettes—you'll love every one of them. And if you're smart, this is the time you'll pick to replenish your "blousette wardrobe"! Choose a frilly, feminine lace trimmed number—a trim tailored style—no matter what you want you'll find it here—in breezy rayon sheer, in plain and spun rayon, in rayon jersey, or crisp cotton pique! Round and V-necklines, Peter Pan collars, jabot fronts—long or short sleeves. Cool white or colors! Sizes 14 to 20 .... EACH, **$1.95 to $2.95**

—Blousettes, Main Floor

Work Clothes Featured in The Bargain Section

Navy Denim Smocks

[illegible] in navy only. Regulation [illegible] EACH. **$1.69 TO $1.85**

Men's Heavy Overalls

[illegible] bib front style. Well [illegible] seven pockets [illegible] **$1.85**

Engineers' Overalls

[illegible] sizes 36 to 44 [illegible] PAIR. **$1.85**

Men's Work Pants

Good selection of men's dark work pants. Materials include cotton drill, cotton with fleeced back, cotton whipcord! Plain or striped—plain black or navy blue, striped black or navy blue. Finished with waist band, belt loops, usual number of pockets. Waist sizes 30 to 44, assorted leg lengths PAIR. **$1.95**

Dark Drill Pants

Men's cotton drill pants in navy blue and black only—good, sturdy, long-wearing pants for work! Finished with waist band, belt loops and the usual number of pockets! Waist sizes 30 to 44, assorted leg lengths. PAIR **$1.59**

Boys' Drill Pants

Boys' navy blue cotton drill pants with one zipper pocket! Wide waist band, belt loops and full quota of pockets. Sizes 6 to 18 years .... PAIR. **$1.39**

Men's Work Gloves

Gauntlet work gloves with grain leather palms and split leather backs. Small, medium and large sizes .... PAIR. **$1.00**

Work Boots for Men

Good strong work boots with leather uppers, leather soles and heels. With or without toe cap—black only. Sizes 6 to 11 .... PAIR. **$3.79**

NO MAIL ORDERS, NO DELIVERY
—Bargain Section, Lower Floor

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1 Growing with Edmonton
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Edmonton Bulletin

Alaska Highway and
Air Progress Edition

FIRST SECTION EDMONTON, ALBERTA, CANADA, SATURDAY, JULY 3RD, 1943 PAGES 1 TO 16

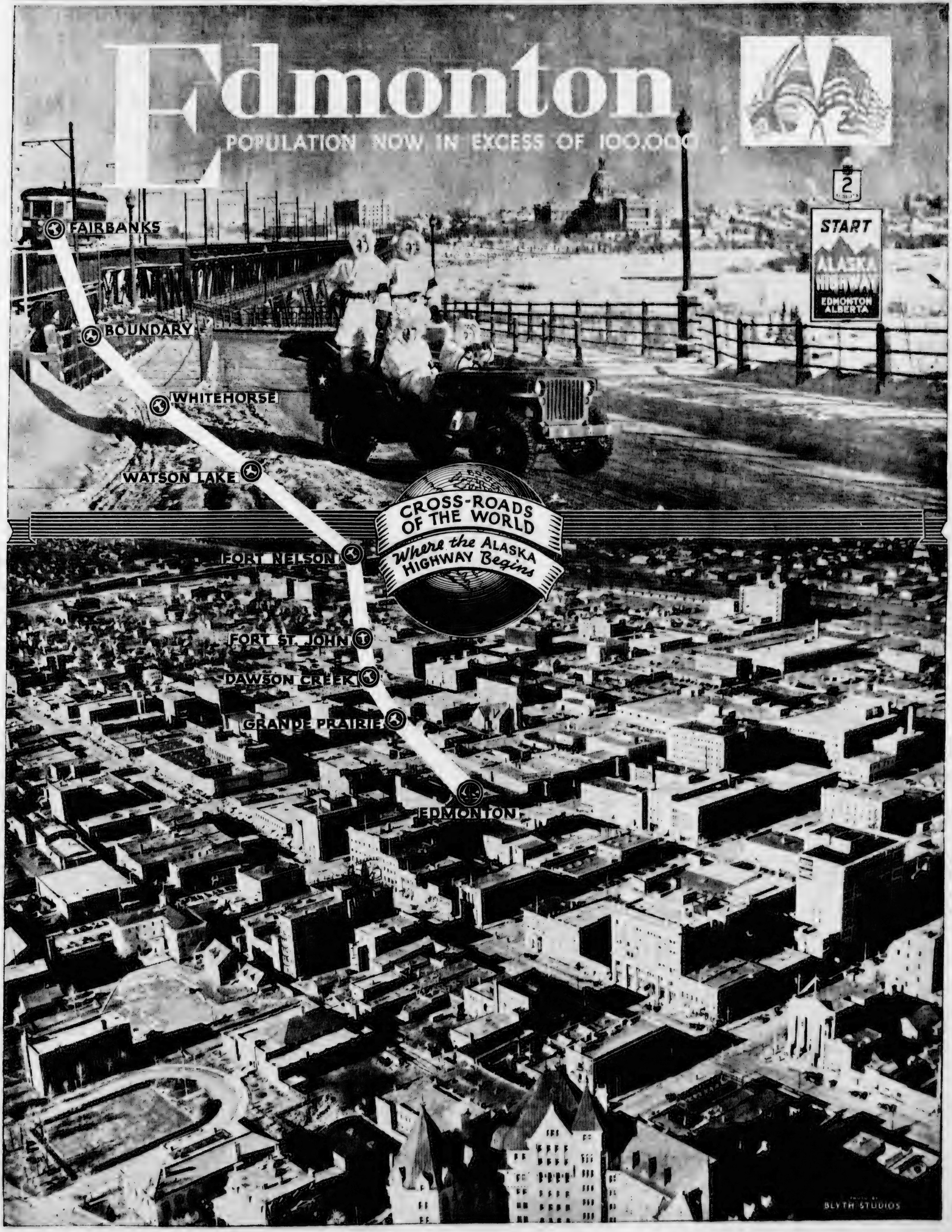


PHOTO BY BLYTH STUDIOS

Civilization Marching Toward New Empires of North

Mankind's Westward Trek At Last Draws to Close; New Highway Points Way

With glowing hearts we see thee rise,
The true north strong and free . . .

By JACK DELONG
Edmonton Bulletin Staff Writer

For 7,000 years—ever since man first recorded with crude symbols the passage of time and events—all the great happenings of history have been along a westward pathway. Westward!, ever westward!, was the marching cry of mankind, down through the long, event-filled corridors of the centuries.

But finally the new empires of the west reached the oceans of the west and in the youngest and most powerful of all these empires, the vast land mass of North America, a new marching cry was heard. Instead of westward it became Northward!. Northward, to the new and unexploited empires of the sub-Arctic. Northward, on the wings of the new aerial age, in order that space and time, always enemies of human progress and commerce, might be finally conquered and utterly subdued for the lasting benefit of mankind.

WAR SPEEDS MOVEMENT

And as has often been the case, it was war that caused the people of North America to commence the new northerly movement in earnest. War with a fanatical and cruel enemy made necessary the immediate construction of a [illegible] highway linking the [illegible] of North America [illegible] progress of the human race.

[illegible]

And now another new marvel of the age has been built by the genius and daring of North Americans. It is the international highway to Alaska. The story of the Alaska Highway is a thrilling one and will be read by future North Americans with pride and admiration. It was a pioneering task by the world's greatest pioneering peoples, the peoples of Canada and the United States.

The United States Army Corps of Engineers was responsible for the great task of driving the road through the wild timberlands of [illegible] muskegs and [illegible] regions of the Yukon and Alaska.

MAKE NEW HISTORY

And [illegible] of the future will [illegible] new names in the book of famous pioneers [illegible] the Alaska Highway.

[illegible]

[illegible] commanded by Brigadier General James A. O'Connor, the regiments of highway troops aided by [illegible] workers of both the United States and Canada [illegible] through a [illegible] road in just a little over six months.

The engineer troops were from all parts of the U.S. [illegible] representation. There were [illegible] regiments as well as white, and General O'Connor [illegible] of these Americans of [illegible]

[illegible] California and from the Dakotas to Florida was represented among [illegible] American [illegible] through enlistment in the U.S. forces.

It was in March 1942 that the long troop trains with strings of flatcars loaded with modern road-building machinery rolled through Edmonton on the way to Dawson Creek, the end of steel, and jumping-off place on the new road building to Alaska.

[illegible]

A DRAMATIC EVENT

But Canadians, thrilled by [illegible] great new adventure and [illegible] this task of pioneering, turned out to welcome their cousins and comrades in arms from south of the undefended border with a warmth sincere and hearty.

A never-to-be-forgotten scene was enacted at the Edmonton C.P.R. depot [illegible]

[illegible] beautiful national hymn.

Heels clicked together and shoulders squared back as every soldier within hearing snapped to the salute. [illegible] was a dramatic moment indeed.

[illegible] weather as they struggled to establish camp at the railhead.

Then began a thrilling race against time. It was a race to cross the frozen rivers of the [illegible] northern streams.

WON THRILLING STRUGGLE

The U.S. engineers [illegible] thrilling struggle against time [illegible] the forces of nature. Working [illegible] and equipment [illegible] over the mighty [illegible] the ice cracked up.

They also won another battle [illegible] keg between Fort St. John and Fort Nelson in northern B.C. Engineering genius that had defeated the swamps of Louisiana and the diffi[illegible] muskeg. Miles and miles of corduroy went down in record time. Youngsters who had just left the [illegible]

[illegible] camps after the break[illegible]

Actually the Alaska Highway became a real highway long before the Canadian and American public had any idea of the accomplishment. The original plan of the United States War department had been for the engineer troops to blaze a nine-foot pioneer trail the first year with civilian road contractors coming in the following year to widen and finish the road.

JAPS DECIDED THINGS

But with Japanese bombs [illegible] on Dutch Harbor and Japanese fleets lurking in Alaskan waters and off the northwest coast there was no time to follow this method[illegible] plan. Heavy road machinery came in to the north on every train and thousands more troops than was originally intended, poured in to the construction camps. That newest timber cruiser and demolisher, the bulldozer, was really put to the test and came through with flying colors.

Local contractors and the U.S. Public Roads Administration also poured in equipment and it was no pioneer road, but a high-quality highway that was opened for the first convoys from Edmonton to Fairbanks in November of 1942.

THE GRAND RUSH

The youngsters of the U.S. Corps of Engineers paused only to eat hasty meals and sleep a few hours each night. Night shifts worked in the uncertain light of tractor and truck headlights although the long northern days made little work in complete darkness necessary.

Each company and each regiment had a definite objective to be reached in a certain specified time.

What mattered cold, rain, mud, heat, flies and mosquitoes? The job was the thing. Occasionally the lads from the south had time for ball games on crude diamonds, sometimes they shot black bears and rabbits and, occasionally, a grizzly.

To many of the boys from the teeming cities of America the gorgeous mountain scenery of northern B.C., the Yukon, and Alaska was all they required to refresh them after a hectic day on the road.

It was a real wilderness through which the road was driven and the whole project was replete with contrasts. Past the wigwams of America's primitive children or the log shack of a lone white trapper powerful modern machines roared and clawed through the dense virgin forest, the exhaust from hundreds of power machines and the crash of falling timber creating a raucous, but orderly symphony.

ROUTE OF HIGHWAY

Beginning at Dawson Creek, [illegible] northwest of Edmonton, the [illegible]

[illegible] Kluane Lake on the Yukon-Alaska border took place on November 20, 1942, and convoys were soon rolling all the way from Edmonton to Fairbanks.

One of the great works of man had been completed, and completed in record time. A way was now open to the north and [illegible] despotism of the Orient. The way was also open for new triumphs in the peace to come, new victories in the [illegible] and mineral [illegible] territories of the [illegible] northland. Man was ready, at last, for the new battle [illegible] of progress. On to the north. On to the next.

Thank You!

To the many contributers who were so kind as to sacrifice valuable time and effort to prepare articles for the Alaska Highway and Air Progress edition of The Edmonton Bulletin we tender our sincere thanks. Our thanks go in particular to the following distinguished, war-busy leaders of both the United States and Canada:

General Henry H. Arnold, commanding general of the United States Army Air Forces; The Honorable C. G. Power, national minister of defence for air; Honorable Ernest H. Gruening, governor of Alaska; Air Vice-Marshal G. R. Howsam, M.C., air officer commanding No. 4 air training command, R.C.A.F.; Brigadier-General James A. O'Connor, commanding officer of Northwest Service Command, U.S. Corps of Army Engineers; Colonel K. B. Bush, chief of staff, Northwest Service Command, U.S. Army Corps of Engineers; Colonel Dale V. Gaffney, commanding officer, Alaskan Wing of the U.S.A.A.F. Transport Command; Captain Freeman C. Bishop, Public Relations Officer, Northwest Service Command, U.S. Engineers; Lieutenant Richard L. Neuberger, U.S. Engineers; Alaska's Congressional Delegate Anthony J. Dimond; Honorable James A. MacKinnon, minister of trade and commerce; Corporal Joseph De Grange and Private Vernon B. [illegible], U.S. Corps of Engineers.

—JACK DeLONG, military and aviation staff writer.

Highway Interests Roosevelts

PRESIDENT ROOSEVELT

MRS. ROOSEVELT

The great Alaska Highway has interested many important people, and President Roosevelt and Mrs. Roosevelt are just as curious as any about this marvellous construction.

UNITED FOR VICTORY

In a letter recently received by an Edmonton Bulletin staff writer, Mrs. Roosevelt said it would be interesting for the president and herself to visit the Alaska Highway.

Says Gliding Art Is Misunderstood

Gliding is a highly misunderstood subject in the minds of too many people. It's time we got down to it—or up to it.

There are three main kinds of gliding—primary, secondary and war—and the essential differences are quite marked.

Primary gliding consists of being towed along the ground by a power winch of some kind also on the ground and, on becoming air-borne and riding at a predetermined height "on the end of a string," releasing the tow and gliding in a more or less continuous descent inevitably to earth. Primary gliding is essentially a preparatory or learning business and has been used as a prelude to flight. Primary gliding records, if they existed, would entail distance of flight, not duration.

—V—

Lead, Zinc Found Mackenzie Area

Lead and zinc deposits are known to exist in the Mackenzie lowland area, about 32 miles southwest of Resolution on Great Slave Lake. Claims have been staked on land lying some 200 feet above the lake.

Other minerals in these deposits are galena, sphalerite and pyrite. Assays of silver, as high as seven ounces to the ton have been obtained, but in general the silver values in these areas may be regarded as negligible.

—V—

The Yukon is the largest river in Alaska, and the fifth largest in North America.

Was Trail Blazer

E. R. R. "Ted" Field, pioneer bush pilot, who helped find the aerial route now used with great success between central North America and the Northwest bastion of Alaska. Mr. Field is now superintendent of the B.C. district for C.P. Air Lines.

Power Resources

Power resources of Slave River, near Fort Smith, are estimated by the Water and Power Bureau of the Dominion department of mines and resources to develop from 220,000 to 500,000 horsepower. In two concentrations, this huge potential is just inside the northern boundary of Alberta.

Luftwaffe Shows New Fighter Plane

The Luftwaffe is replacing the ME 110 with a new Messerschmitt, the ME 210 A-1. Developed from the ME 110, it is used as a long-range fighter, dive-bomber, or ground strafer. Strangely enough, the ME 210 resembles a Mosquito more than it does it predecessor.

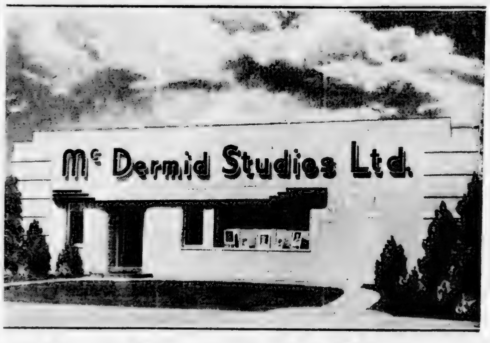
The most ingenious feature in the design of this aircraft is the unique method of mounting the rearward-firing machine guns. Just behind the cockpit and on either side of the fuselage is a streamlined "barbette" containing one 13 mm. machine gun. Each gun is mounted on the end of a drum lying horizontally across the width of the fuselage. Elevation of the guns is accomplished by rotating the drum, while a complicated train of gears inside the drum traverse the guns to an angle of 35 degrees outboard. Firing and sighting is by remote control, a 1½ h.p. electric motor driving the mechanism.

—V—

Mackenzie River Is Source of Fuel

Fuel in the Mackenzie River area comes from the river itself. Large quantities of driftwood float downstream to the Arctic every year, and it is eagerly sought after by those living along the lower reaches of the river.

Most of the driftwood comes from the under cutting process of tributaries to the Mackenzie system. What other wood is needed must be cut from forests in the region.



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Hopes for Early, Permanent Land Route to Alaska

U.S. Commander States Pioneering Phase North Highway Now Is Completed

By JAMES A. O'CONNOR
Brigadier General, U.S.A.
Commanding Northwest Service Command

The pioneering phase on the Alaska military highway is over. We are now turning to maintenance, improvement and operation. By the first snow flurries of Autumn, it is our hope to have established a permanent route of land communication with Alaska, a route which will be of service during practically all kinds of weather conditions.

War's urgent demands have impelled us to build this first land link with Alaska. In doing so, we have been actors on an historic stage. In the past the fierce compulsion of war has been responsible for many of mankind's greatest strides.

The barbarians shoved the Anglo-Saxons out of Europe, but the English then proceeded to establish a vast empire on the seven seas. The barbarians of our own era, the Nazis, have pushed far into Russia, yet the valiant answer of the Russian people has been to organize an immense industrial and agricultural commonwealth behind the bulwark of the Ural Mountains. The brave citizens of China, harried for six years by Japanese savagery, have put their factories on their backs and reared new cities up in the rocky recesses of their mountain gorges.

Who can now prophesy what profound developments the Alaska Highway will make possible? Perhaps a new shift is taking place in the focus of the world's transportation. Delegate Anthony J. Dimond of Alaska has urged that the Alaska Highway be extended to the shores of the Bering Sea. Perhaps this will be the new Northwest Passage, the land and air route linking America and Asia across the roof of our planet. Who knows but that Fairbanks, Alaska, or Whitehorse, Yukon, may become the great Union Station of the world?

The initial construction of this land link with Alaska was a frontier job in the most liberal meaning of the term. I have heard people say that the youth of the present generation is soft and weak and flabby. Yet I think that the boys who pushed through the Alaska Highway were every bit as rugged and resourceful as the men who thrust the first railroads across the North American continent.

The spirit of these boys was the spirit which motivated the Americans who followed Lewis and Clark and Kit Carson and Fremont, or the Canadians whose leaders were Alexander Mackenzie and Simon Fraser. I think the photograph most typical of the building of the Alaska military highway is one showing a bulldozer shoving over two pine trees in the forests of British Columbia; the trees are just toppling to earth. The picture symbolizes the pioneer aspects of the undertaking.

LED EXPEDITION

I have just been reading the journal kept by Col. Charles S. Bulkley of the United States Army Engineers, when he led the famous Telegraph Trail Expedition from New Westminster, B.C., to Siberia in 1865 and '67. This journal tells a story of difficulties and hardships under frontier conditions, yet I believe that the feats of the soldiers and civilians who built the Alaska Highway match it in many respects. Incidentally, some time this summer I hope to have the pleasure of presenting a copy of Col. Bulkley's Journal to the Alberta provincial library.

We of the American Army are deeply grateful to the people of Alberta for the co-operation and assistance which we have had in this momentous task. We have an important engineering headquarters in your great city of Edmonton, whose men and women have always treated us with kindness and consideration. The friendship which we have had with the people of Alberta is but a projection of the eternal alliance between the United States and Canada, an alliance once again fighting in a common cause.

Not long ago I had the pleasure of being the guest of the Prime Minister of Canada, when I presented to him one blade of the scissors used to cut the ribbon at the formal dedication of the Alaska Highway in November. On that occasion I was accompanied by my Canadian adviser, J. Lance Rumble of Ontario; by Col. K. B. Bush, the Nortwest Service Command chief of staff, and by my aide-de-camp, Lt. Richard L. Neuberger.

All of us carried from that visit a high appreciation of the ties of understanding, culture and geography which bind together the United States and Canada. We hope that in the future the Alaska military highway will contribute to this understanding and friendship. I know that I speak for all my associates when I say that the people of Alberta, through what Colonel Bush has called their "spontaneous co-operation," have helped materially in the accomplishment of our task.

Army Training 10,000 Cadets On Weather

A new weather cadet training program, expected to graduate more than 10,000 meteorologists by mid-1945, has been announced by the U.S. War Dept. A total of 27 universities and colleges and the AAF Technical Training Command's school in Grand Rapids, Mich., are being used.

Program is divided into three phases. "A" phase is the advanced stage, which has been continued from its beginning in 1939 when regular Army officers took a nine month course in professional meteorology. New classes in this division will be started as late as next July 1.

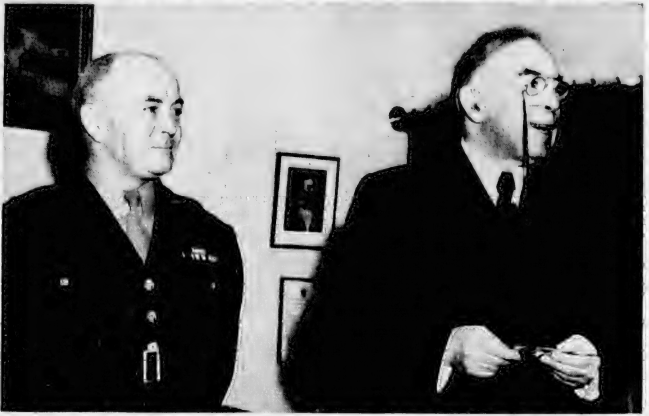
In the "B" phase schedules that started March 15 at 12 colleges, college sophomores or freshmen well qualified in mathematics and physics, selected from voluntary inductees, will take a shortened basic course, going on to the professional classes next September.

"C" phase started February 22 when high school graduates or college freshmen began classes on 12 campuses. Additional classes in this group began May 15.

Students in basic courses continue for one year, with one week's furlough each three months. After graduation, they go to the professional meteorological colleges for eight months' further training, and receive commissions upon graduation.

So far applications have been four times prospective enrollment. All applicants are selected from the highest one tenth of Army test gradings.

Canada's Prime Minister Receives Symbol of Alaska Highway



One blade of the scissors used to cut the ribbon at the official ceremony opening the Alaska Highway at Lake Kluane, Yukon Territory, was presented to Prime Minister W. L. Mackenzie King. Brigadier-General James A. O'Connor, commanding officer of the Northwest Service Command of U.S. Army Engineers, made the presentation to the prime minister during a visit to Ottawa. The other blade of the scissors was presented to President Roosevelt. The above picture shows Prime Minister King, at right, proudly holding the blade. On his left stands Brigadier-General James A. O'Connor. Headquarters of Gen. O'Connor is at Whitehorse.

Nelson Predicts New High Marks

Warplane production trend, at least in the immediate future, will continue upward. WPB Chairman Nelson's announcement that production reached 6,200 planes in March came as no surprise, was encouraging in its revelation that heavy bomber output passed the 500-a-month mark for the first time.

Aircraft Output To Be Increased

Look for British aircraft production to advance, possibly without the addition of facilities or manpower. The 10-man British air mission, headed by Sir Roy Fedden, recently returned to England after a thorough inspection of U.S. plane plants.

Sir Roy immediately lauded U.S. production, made the significant statement that "they haven't anything to teach us English in regard to engine production, but we can learn a lot in other directions." Officials expect that the British, merely by applying certain American methods, can up production anywhere from 3 to 10%.

—V—

Completion of a 3,000 mile flight to an "outlying base" by a Navy blimp of the type used for anti-submarine patrols has been reported and censorship also permits the press to reveal presence of blimps in Alaska.

Northwest Aerial Passage, Pioneered by Bush Pilots Of Vital Strategic Value

By AIR VICE-MARSHAL G. R. HOWSAM, M.C.
Air Officer Commanding, No. 4 Training Command, R.C.A.F.

Construction of the Alaska Highway has, during the past year [illegible] of Canadian [illegible] and nothing has done more to emphasize the true friendship and spirit of co-operation which exists with our cousins to the south, allied as we are in a common cause. The speed and efficiency with which this most essential and protecting link has been driven across the northern barrens to those coastal regions which are in the most strategic proximity to the enemy has been truly amazing.

It should be observed, however, that distinct from the Alaska Highway itself, although approximately parallel to it, there is an air route down North. Long before Pearl Harbor the need for swift access to northern Pacific bases and the Far East was realized and construction crews of the Department of Transport had been sent into the timberlands. Giant bulldozers cleared areas from almost impenetrable terrain, overcoming the perils of the muskeg and turbulent rivers and performing almost superhuman efforts in the construction of air fields, suitably surfaced to bear the weight of the biggest aircraft of war. When the building of the highway was begun the development of these new airports had progressed to the stage where they were of considerable value in transporting urgent requirements.

[illegible] Canadian [illegible] the past decade or two have opened up this hitherto comparatively unexplored region. This pathfinding proved to be of inestimable value when the time came for the building of both the chain of airports and the highway to the Yukon.

WORK, FIGHT TOGETHER

To-day these airports are maintained by the Royal Canadian Air Force under No. 4 Training Command. Units of the R.C.A.F. (officers and airmen) are working and fighting side by side with their American cousins in the Northern sphere.

When it was determined that a highway was essential, our neighbor to the south was ready to take over the complete task of constructing this road herself, but she found in Canada a ready collaborator. We may have much pride in the fact that the job was taken in hand and developed in time to forestall the threat from the Orient. To-day the American Air Forces supported by the Royal Canadian Air Force are ranging far out into the Pacific along the great sword of the Aleutians which the United States is pointing at the heart of Japan. Giant transport planes carrying supplies and fast fighters flying to the front line, supplemented by road convoys, are nipping in the bud any dreams of invasion which the Japanese might still hold, com[illegible] the Services of the United States. They have been most helpful whenever difficulties have arisen and have gone to no end of trouble to lend every possible assistance to

Continued on Page 9.

Praises Route

Air Vice-Marshal G. R. Howsam, M.C., air officer commanding No. 4 training command, under the Combined Training Plan of the United Nations, who lauds early Canadian bush pilots for mapping the northwest aerial passage to Alaska.

27

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O'Connor, Hoge, Sturdevant, Directed Highway Task

Leadership of 3 Generals Of Supreme Importance In Construction Triumph

For the first time in history a land route links Alaska with the interior of the North American continent. Trucks loaded with fuel and supplies already have arrived in Fairbanks. Greyhound buses carry military personnel between Dawson Creek, on the east slope of the Canadian Rockies, and Fairbanks, in the heart of Alaska. Across 1,630 miles of forest, prairie and upland the Alaska military highway ties the United States, via the Edmonton region, to its largest territorial possession.

In the future there may be other roads and highways to Alaska. The British Columbia government has started surveys for a proposed road from Prince Rupert, on the seacoast, across the continental divide to Fort St. John at the lower end of the Alaska road.

But first of all the land links with Alaska to be actually constructed—to become a fait accompli, after nearly three generations of discussion—is the Alaska Highway. This road was hammered through the wilderness in less than 11 months. Work began in March of 1942. On November 20 of the same year two American army enlisted men, Corporal Otto Gronke of Chicago and Private Bob Bowe of Minneapolis, drove into Fairbanks, the first land vehicle ever to reach Alaska under its own power.

Who are the men responsible for this accomplishment? Who are the officers who will occupy a niche in northland lore for their part in the construction and operation of the original road to Alaska?

Two brigadier generals in the United States Army head the list. Gen. William M. Hoge had charge of construction on the northern sector of the highway, from Watson Lake on to Fairbanks. Gen. James A. (Patsy) O'Connor built the southern half of the road, from the Canadian plains on across the Rocky Mountains to the airport at Watson Lake. They did the job.

FINE WAR RECORD

Gen. Hoge, tall and broad-shouldered, a native of Booneville, Mo., came to the Yukon with a Distinguished Service Medal for building pontoon bridges under German shellfire during the First World War. He emphasized the need of getting a pioneer road through the fastnesses. The precision work could come later. "Your road is too good, too wide and too short," he once chided a subordinate officer.

Gen. Hoge stayed in the north [illegible] called to the United States to head a combat division of engineer troops. Early in September the war department established the Northwest Service Command [illegible] in charge of the construction, maintenance and operation of all land transportation to Alaska. Gen. O'Connor was named the commanding officer.

Short, spry and active, Gen. O'Connor graduated from West Point in 1907 after being appointed to the academy from his home town of West Bay City, Mich. He supervised undertakings for the Army Engineers all over the globe, and had charge of the historic job of tunneling Corregidor fortress in Manila harbor. He built the southern half of the Alaska road. His men used to see him in a jeep, face and uniform blackened with grime, bouncing along right behind the lead "cats" as they forged through the primeval forests.

STURDEVANT THE PLANNER

While Gen. Hoge wrestled with the Yukon uplands and Gen. O'Connor skimmed around the [illegible] muskeg, the planning of this double-quick emergency [illegible] job was handled [illegible] in Washington [illegible] by a [illegible] assistant chief of the United States Army Engineers, Brigadier General Clarence L. Sturdevant. He [illegible]

[illegible]

By the late summer of 1942 the pioneer phase of the Alaska job was ended. The army commenced to think of actual operation of the road. Lieutenant General Brehon B. Somervell, commanding the Army Service Forces, flew along the thread-like course of the highway. So did Major General Eugene Reybold, the chief of Army Engineers. Shortly thereafter the Northwest Service Command, the farthest north such unit ever set up by our army, was established to handle trucking and traffic to Alaska.

WORKED IN BOX

[illegible]

Gen. Hoge's departure. The 341st Engineers under Col. Albert L. Lane and the 340th Engineers under Col. F. R. Lyons built long stretches of the historic road.

Leadership was only one factor in the building of the Alaska Military Highway across 1,630 miles of the most rugged wilderness on the continent in less than a year. The courage and resourcefulness of the average American soldier, colored as well as white, were indispensable to the job. Negro troops bridged the icy waters of the Sikanni Chief River in 84 hours, and then under the direction of their chaplain, Captain Edward G. Carroll, stood on the timber structure they had built and sang The Star Spangled Banner in the Canadian Rockies.

Capt. Carroll, a Methodist minister who graduated from Yale School of divinity, said that the heroism of the soldiers who constructed the road matched that of men on the field of battle.

"Whenever," declared Gen. O'Connor recently, "I hear people telling me that the youth of today is soft and flabby, I think of the boys who pushed through a road to Alaska in 11 months and my confidence is restored. The soldiers whose pioneering ingenuity built the Alaska Highway are from the same pattern as the frontiersmen who followed Lewis and Clark, Fremont, Mackenzie and Colonel Bulkley and Captain Bonneville. Their type is legion in America and is responsible for much of our continent's greatness."

These men came from all strata of society, all religions, all classes, all sections of the nation. The first soldier to give his life in the Yukon, Lieutenant Roland Small of New York City, was a Jew. Spontaneously the boys of his company—Protestants and Catholics in the main—erected a monument to his memory and named for him a bridge nearby. This action symbolizes the spirit and university of the men responsible for the first land route to the Territory of Alaska.

———V———

Armament of the P-51 Mustang fighter consists of four 50 caliber and four 30 caliber machine guns, North American Aviation Inc., Inglewood, Cal., the plane's maker, has disclosed. These ships are now used by both the RAF and U.S. AAF.

He Planned Great Highway

Brigadier-General Clarence L. Sturdevant, of the U.S. Army Engineers, who is credited with the blueprint work on which the famed Alaska Highway was constructed. Brig.-Gen. Sturdevant did much of his work while quietly putting a pipe back in Washington. But he has also visited the country through which the highway passes and has roughed it like the rest of the men working on the highway. The officer is seen alighting from a command car during a recent visit to the highway.

Klondike Area Drew Thousands Seeking Riches

Fabulous tales exist about "Klondike" — the Yukon area where a gold find in 1896 brought prospectors from every continent in the world. Many were the hardships endured in the trek from Alaska over the famed Chilkoot Pass, and many a would-be gold seeker died in the mad rush to the storied Klondike.

The gold was first discovered in 1896 on Bonanza Creek, a tributary to the Klondike which in turn flows into the Yukon River. The area where gold was found is limited to about 800 square miles.

About 30,000 people stormed into the area by 1900, when the gold production amounted to $22,000,000.

Since 1900, gold production steadily declined. In 1906, it was down to $5,600,000, and in 1925, to $998,465. The richest gravels were worked out before 1910, when most of the population left for Alaska.

UNUSUAL METHOD

An unusual method of mining was necessarily employed during the rush of the Trail of '98. As the ground was almost all frozen, it had to be thawed before it could be handled in the search for the gold contained. Fires were used at first to thaw the ground, but later a steam process was introduced.

Most famous of all the relics of the Klondike is the remains of an aerial tramline over Chilkoot Pass. Used to help miners over the once-perilous trip through the pass, it stands today a monument to the teeming thousands who plodded the northern trail, in search of world's most-prized mineral—gold.

On Operations

Lt.-Col. Frank N. Nightingale, operations officer for the Alaskan Wing of the U.S.A.A.F. Transport Command, stationed in Edmonton.

Caterpillar Club To Be Permanent

Organization of the mythical "Caterpillar Club" into a permanent, active body was announced [illegible] in the Switlik Parachute Co., Trenton, N.J. The club is made up of flyers who owe their lives to emergency jumps from disabled aircraft.

The organization move was sponsored because of the greatly increased numbers who have qualified for membership. Permanent headquarters soon will be set up and charters issued to local and state groups, Switlik said. He revealed that the name "Caterpillar Club" originated because the spectacle of a flyer opening his parachute [illegible] "emerging from its cocoon as a moth to fly away to safety."

Many famous flyers, including Maj. Gen. James H. Doolittle, Maj. Gen. O. D. Hunter, and Charles A. Lindbergh, have qualified as "caterpillars," Switlik added.

Photographs Show Power Resources Of North Country

[illegible] power surveys have been made in the north country, [illegible] has determined [illegible] there are huge resources of power to be found there.

Tentative estimates would indicate about 285,000 horsepower available under conditions of ordinary minimum flow. A total of 750,000 horsepower would be available for six months of the year.

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Another brilliant feat of North American engineering, a telephone line, using the most modern equipment, connecting Edmonton and Whitehorse, is now in operation. The line constructed in record time by U.S. Engineer Corps and U.S. Signal Corps experts will rank with construction of the great highway to Alaska which it parallels for more than 1,000 miles.

Bitter cold of one of the most severe winters in history, was just one of many obstacles beaten by the engineers and signal corps men in completing their record-breaking task.

[illegible]

FOUR TIME ZONES

[illegible] and Alaskan [illegible]

[illegible]

The building of the line, one of the most outstanding achievements [illegible]

RADIO PRINCIPLE

[illegible] was used, permitting the simultaneous transmission of several telephone [illegible]

Dream Realized

Lt.-Col. J. K. Cornwall, D.S.O., who long dreamed of a new empire in the great northwest and has lived to see that dream take form and substance. Lt.-Col. Cornwall, known to many as Peace River Jim, has worked in the north for many years. He is now working with U.S. concern.

Oil Explorations Had Difficulties

[illegible]

First Call Made Over New North Telephone Line

Recently an historic telephone conversation took place between Edmonton and Whitehorse, Yukon Territory. The conversation marked the opening of the new telephone line paralleling the Alaska Military Highway. The line was constructed under severe winter conditions and its completion in record time rivalled that of the Alaska Highway itself. Putting in the first call is Col. K. B. Bush, chief of staff of the Northwest Service Command. Seated at the left is Lt.-Col. Dee Berry, Signal Corps officer. At the right is Maj. O. F. Roberts, who was in charge of construction of the line.

in many cases to start completing new links between Whitehorse and Fairbanks.

The method of building the telephone line was the same used in the building of the Alaska Military Highway, which the telephone line parallels, in that crews were set down at various spots along the road and worked north and south building sections of the telephone line and then moving on to new sections as soon as they were completed.

[illegible]

Radio telephone communication have been in existence for some [illegible]

Over Billion

[illegible] beyond the [illegible] mark — an [illegible] equals Can[illegible] War I. This [illegible] production [illegible]

Alaska Wins Wide Approval Highway Name

By ANTHONY J. DIMOND, Delegate to the U.S. Congress From Alaska

The protests of Congressman Warren G. Magnuson of Washington, myself and many others against use of the word "Alcan" to designate the name of the highway to Alaska has awakened wide interest. My own view is that the road should be called "The Alaska Highway" and nothing else, and although Hon. George Black, member of Canadian House of Commons from Yukon Territory, entertains the same opinion, there is no knowing whether the Canadian Government [illegible] will agree to such a designation. The reasons why it should be called "The Alaska Highway" are so well expressed in Captain Black's letter dated March [illegible] to me that I quote it here.

MEMBER'S LETTER

[illegible] to the Alaska Highway.

In its issue of February 19, 1943, the Alaska Weekly published a letter from me on that subject. As Yukon's representative in the Parliament [illegible]

[illegible] Magnuson [illegible] the name should be [illegible]

The [illegible] seems to be that "The Alaska Highway" is the right name, and the second choice is "The Yukon Highway." It may be of interest to know some of the various names that have been suggested and a partial list follows: Canadian-Alaskan, Alcanda, Alaskanada, Canalaska, Canalasca, Canadaska, Canada-Alaska, Canadian Snow Road, Snowy Road, [illegible] Snow Way, Northwest, Canada-Alaska, A.C. Highway, Alcan, Stimson Highway, Alaskan-Canadian, Canalaska, Russian, Alaska-Can and Roosevelt Highway.

Hills, Mountains Feature Country

[illegible]

Use of Power

[illegible]

Going Up

Petroleum produced in Alberta in 1942 totalled 10,049,279 barrels, worth $25,517,000. These figures represent an increase of 234,627 barrels over the 1941 production, and the resulting increase in value was $2,777,000.

Fur Production

In 1935 the North West Territories contributed 12% per cent of Canadian fur production. Between 1920 and 1937, the pelts from the Territories have been valued at more than $27,000,000.

Good Contacts Service Yukon

Communication with the Yukon Territory from outside points is [illegible] points within the Territory.

The Dominion government telegraph [illegible] Tagish, Atlin [illegible] British Columbia. This service was [illegible] Edmonton, Alberta. Private commercial radio stations are also operated [illegible] Whitehorse.

A telephone system operated by the Yukon Telephone Syndicate in the city of Dawson also serves various mining centres in outlying districts. Mayo [illegible] Company operates a telephone service in Mayo, and also between Mayo, Keno, Wernecke, and intermediate points.

An automatic telephone service is operated in Whitehorse. It serves the various departments of government service, the airport, transportation services, and business and residential sections of the town.

Noted Pilot

Air Commodore H. Hollick-Kenyon, operations supervisor for C.P. Air Lines at Edmonton airport, who flew with Sir Hubert Wilkins, British scientist, in a search for lost Russian fliers, attempting a Moscow to America flight a few years ago.

Much Petroleum

Petroleum abounding in northern Alberta and allied industries are represented in Alberta by 15 refineries, with an invested capital of $7,000,000 and an annual production of 170,000,000 gallons valued at $20,000,000. The average number of employees is 500 and the annual payroll is $900,000.

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TERMINALS
[illegible]

LET US SOLVE YOUR FREIGHTING PROBLEMS

MOTION PICTURES
on the
Alaska Military Highway

TODAY THE MOTION PICTURE IS PLAYING AN IMPORTANT PART IN GIVING THE GREAT ARMY OF BUILDERS IN THE FAR NORTH THE HOURS OF CAREFREE RELAXATION NEEDED TO MAINTAIN MORALE ··· FOR MORALE IS A MIGHTY FORCE ··· AS VITAL AS THE MATERIALS OF WAR THEMSELVES.

TOMORROW THE MOTION PICTURE WILL BE A MIGHTY FACTOR IN THE UNFOLDING DRAMA OF THE NORTHLAND. THE MOTION PICTURE WILL CARRY TO THE WORLD THE ACTUAL RECORD IN SIGHT AND SOUND. THE INSPIRING STORY OF THIS TREMENDOUS ACHIEVEMENT BY THE MEN OF THE U.S. ARMY ENGINEERS AND THOSE CANADIAN AND AMERICAN CIVILIANS, WHOSE COURAGE AND STAMINA MADE POSSIBLE THE OPENING OF THIS GREAT HIGHWAY.

FAMOUS PLAYERS
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Head Office Royal Bank Building, Toronto

OVER THE TOP OF THE WORLD

Air transportation will be the keystone of post-war relations. And the most vital air routes on earth are those which travel over the top of the world—the tremendous new shortcut between three continents. Herein, perhaps, lies peace—that America and Canada and Russia, sharing the ownership of the north regions, are virtually on one another's doorsteps.

Congratulations to those men on the Alaska Highway, military and civilian, American and Canadian, whose heroic efforts, under difficulty and adversity, are paving the way to a new order of commerce and accord—over the top of the world.

Calgary Brewing and Malting Co. Limited

Military Projects Direct Attention to New Riches

War Activity Advancing Northland's Development By at Least 100 Years

By W. LEIGH BRINTNELL
President of Aircraft Repair Ltd.

In 1929 I organized and commenced the first air service into that vast empire north of Edmonton called the North West Territories and the Yukon. Prior to that boats and dog-teams had been the only means of transportation, and the fur-trading business was the only one being conducted.

Sees Advance

W. Leigh Brintnell, president of Aircraft Repair Ltd., who states the war has advanced development of the north by at least a century.

The airplane soon made prospecting possible which could not have been done before. Consequently the richest radium deposits in the world were opened up and are still working. This was the impetus for prospectors to go into other areas such as Goldfields and Yellowknife, where many mines were brought into production.

ONLY OUTLET

Geographically and physically Edmonton is the only outlet for all of this vast country. The airline development before the war period which I pioneered, and originated up to that time, focused the attention and interest of the mining world, the oil companies and our government, on the great potentialities of this area. The war came along and resulted in the building of the Alaska Highway as well as a network of airports and roads. This has undoubtedly advanced the development of the country north of Edmonton by at least 100 years.

After the war, unprecedented activity will take place and natural resources of all kinds will be found and developed, which will mean that tens of thousands of new citizens will pour into the country. This country offers more opportunities for individuals who wish to take advantage of them, than was offered to the migration of people from the eastern part of the United States to the west a hundred years ago.

WILL CONTINUE

Many people feel that after the war all of the present activity will cease. From my intimate knowledge of the country for many years, and as a result of the last flying trip I made around the entire area in March of this year, I am certain that activity will increase. We are still a pioneer country. The mine and oil industries will concentrate most of their activities in this area by reason of the fact that the country is now just as accessible as Northern Ontario and Quebec are at the present time.

I have flown over the northern part of every province, and unquestionably the territory north of Edmonton is the richest undeveloped section of Canada in every way from the standpoint of natural resources. Air transportation as well as transportation on the highways will increase tremendously in the development of this huge area which is almost as large as the whole of Europe. This means that Edmonton will in a very short time became one of Canada's most important cities.

Motorists Must Pay Park Fees

All motorists entering Banff, Jasper, Waterton and Elk Island National parks must register and obtain a transient motor license. This costs $2 for a pleasure auto in Banff and Jasper, $3 with trailer. The license entitles the holder to travel motor roads in all parks during the year of issue. The tourist entering Waterton from Glacier may thus obtain the full license, which will then be valid whenever he wishes to go. Smaller local licenses are also obtainable at Waterton and Elk Island. They cost 25 cents a trip or 50 cents if a trailer is attached to the auto. A seasonable license valid in Waterton, Elk Island, Prince Albert, Riding Mountain and Point Pelee parks is obtainable at $1. The broader $2 license, reciprocal in all parks, is recommended.

—V—

Alberta Prairies Abounded in Bush

Scores of millions of years ago, the Alberta prairie, then dense with tropical forest and bush growth, was the home of every kind of prehistoric reptile. Some of them grew to prodigious size. Today, in the so-called bad lands of the Red Deer Valley in the districts around Drumheller and Munson, their remains are found in the eroded banks of the valley.

R.C.A.F. Sentinel Watches From Western Shore

Facing a stiff sea breeze, parka-clad LAC. Jim Caskey of St. Paul, Alta., takes his turn at the lookout on one of the storm-swept promontories which stretch out from Canada's west coast. At lonely outposts along the coast, men of the Royal Canadian Air Force coast watch service keep constant vigil, alert for any sign of invader or raider. Should any such stranger come in view, the word would be flashed to fighter stations whence aircraft would be dispatched to meet the intruders. Loneliness is the lot of the coast watchers, living in log cabins of their own construction, and spending months out of touch with civilization.

Young Eskimo Lad Designed Striking Flag of Alaska

The flag of Alaska has eight stars on a blue background. The stars are arranged to form the Big Dipper and the north star. It was designed some years ago by a 13-year-old Eskimo, a native of Alaska. It is the officially accepted flag of the territory. The Fairbanks Chapter of the Daughters of The American Revolution presented the flag to Brig.-Gen. James A. O'Connor, commander of the Northwest Service Command, at the Alaska Highway opening ceremony at Soldiers' Summit, Kluane Lake, on Nov. 20. The flag was hand-made by the service organization.

—V—

Alberta Real Fish Paradise

"Walton's Paradise." Thus has Alberta been described by a disciple of the philosophical "compleat angler." And it may be said in all truth that old Izaak's experiences would have been far from "compleat" had he known of and never visited Alberta's thrilling haunts of trout, grayling and other fighting fish.

The best fishing is found in the mountain streams of the Rockies and the rolling foothills, and in the semi-wooded and forest areas of the north country. Alberta's lakes provide jackfish (ice-water muskelonge), perch and pickerel in the plains and hilly areas, while the national parks, the foothills and the dude ranching country provide trout fishing.

You must observe the conservation rules. No gang hooks, nor more than three hooks on a line, may be used for trout, grayling or Rocky Mountain whitefish. Trapping or snaring of fry, using fish roe bait, liberating live minnows in foreign waters are prohibited.

—V—

Wonderland

Nowhere in the world is so large a mountain wonderland accessible to motorists as in Alberta. More than 200 miles of modern highway thread the passes of the matchless national parks, hundreds of square miles of which have never been charted and are inaccessible except to climbers or those who seek out the hidden wonders with the aid of sure-footed, stock-saddled little mountain ponies, bred to caution and trained by hard experience to trail wisdom and docility.

Route North Now Showing True Worth

Continued from Page Three

parable to their unsuccessful attempt at Dutch Harbor.

Also of deep significance in the development down North is the availability of new resources. Japan by rapid conquest has seized many of the sources of our most needed materials, including oil. Today the Northland is looked upon as a significant source of replacement of these essentials. Scientists and engineers are combing areas for useful materials and fuels and the results may be considered with some confidence. From the two newly established main arteries by air and land, auxiliary roads will reach like a gigantic web, drawing into concentrated power a hitherto undeveloped wealth of greatest importance to the war effort and in the winning of the peace when this conflict is finished.

PRAISED AIR TRANSPORT

I would like at this time especially to pay tribute to the men of the United States Air Transport Command and the United States Army Engineers stationed in Edmonton and down North. The development throughout has been a co-operative proposition. We have worked continuously on a basis of mutual assistance and they have always enjoyed the utmost confidence and aid from us. It is safe to say that without their generous co-operation many of the problems which have been solved would still have to be overcome.

In closing I should like to repeat that the progress in the North augurs much for the future days of peace. When the flames of battle have died away, North America will be the better and richer because of these developments which have been hastened because of the war. Untold resources will be revealed and developed, bringing increased trade and opportunities. New towns and communities will spring into life. Mutual progress will enrich and advance our mutual understanding. Once regarded chiefly as the aerial gateway to the North, the City of Edmonton today occupies an enviable position, standing at the head of both the great overland route and the far stretching chain of airports. Edmonton is on the threshold of the greatest era of progress since the coming of steel opened up the wealth of the West.

—V—

Dairying Proving Basic Industry

One of the basic industries of Alberta and one that is rapidly developing in northern sections, is dairying. Alberta has a total of 418,000 milk cows valued at $27,000,000. There are 115 creameries, cheese factories and associated plants with an invested capital of $5,000,000. Annual production of these factories is valued at $10,000,000. The average number of employees is 1,200, with a payroll of $1,300,000 a year.

Creamery butter production is 35,500,000 pounds a year valued at $11,000,000, and factory cheese production averages 3,200,000 pounds valued at $630,000. Concentrated milk production is placed at 1,000,000 pounds a year.

—V—

Fancy Ideas

Mattresses stretched between ships at sea for planes to land on, a giant saw-toothed knife projecting from the sides of planes to saw enemy aircraft in two are some of the less complicated suggestions received by Experiments and Developments. The man who suggested floating circus balloons filled with hydrogen over the cities to form a barrage found a long letter in his mail box one morning. The letter thanked him for his thoughtfulness but pointed out it would take 47,000,000 balloons placed ten feet apart in each direction to fill one cubic mile of air.

Coast Mountains Not So Lofty In Far North

The Coast Mountains in the Yukon are the northwest extension of the Coast Mountains of British Columbia and have all the characteristic roughness of the latter. In the Yukon, however, the elevations seldom exceed 7,500 feet, and they slope northwestward, terminating northwest of Kluane Lake.

On the southwest they are separated by the Shakwak Valley from the St. Elias Mountains whose front ridges rise abruptly to 7,000 feet or more.

The St. Elias Mountains extend southwestward and, out of even higher ridges lying between great valley glaciers and ice-fields, stand the great peaks of their interior. Mount Craig.

—V—

Livestock Shows Heavy Increase

Livestock marketed in Alberta in 1942 was valued at $78,250,000, compared with $63,905,000 for the previous year.

Hogs marketed totalled 2,182,350 head, an increase of 231,000 head over 1941. The number marketed in the province in 1942 was larger than the figure for any other Canadian province, and totalled 35 per cent of the Canadian production.

Alberta Possesses Vast Land Areas

Total area of Alberta is 248,800 square miles of land and 6,485 square miles of water for a grand total of 255,285 square miles. The population by the 1941 census was 796,169 or a little more than three persons to the square mile.

The total agricultural farming area in Alberta is 100,000,000 acres of which 70,000,000 acres is arable land and 30,000,000 acres non arable land.

Of the [illegible] land there is a total of 30,000,000 acres of cultivated occupied farm lands, 20,000,000 acres of non-cultivated occupied farm land and [illegible] 000,000 acres of non-occupied farm land.

There are 100,000 farm houses in Alberta with a farm population of 400,000.

—V—

FLEW ITALIAN FLAG

WORCESTER, Eng. —(CP)— Somebody made a mistake when he flew the Italian flag along with others from the Guildhall but nobody really seemed to care much, except one woman. She protested and learned the flag decorations, last used for the Coronation, were brought out for the Home Guard anniversary and remained up for a Wings for Victory Week.

Tutored Aces

Capt. Maurice Burbidge, veteran flying instructor of Edmonton, now engaged in instructing R.C.A.F. pilots, who was one of the pioneer aviation enthusiasts here. He trained many airmen who are now famous.

Elephants are good swimmers. They can breathe while under water, using their trunks as periscopic breathing tubes.

French-Born Cure From Far North

[illegible] good to the Rev. Father Pierre P[illegible], 30-year-old French-born priest, when he visited Edmonton recently, but he prefers his life among Indians, traders and trappers at the remote trading centre of Lower Post on the Liard river in the north.

His visit was the first 'outside' since he went to Lower Post six years ago. He has built a mission there and worked among the Slave Indians who at one time practised witchcraft. [illegible] been appointed auxiliary chaplain with the U.S. army to work among soldiers in the [illegible].

[illegible] near Lille, France. He has two brothers who are prisoners of the war in Germany. His parental home is near Lille.

WEARS V.C.'s UNIFORM

LONDON —(CP)— So that officers' uniforms no longer needed as their owners will not go waste, they are being distributed to new owners through the Officers' Kit Replacement Service, free of charge. One uniform handled recently by the service was that of Lieut. E. B. Smith of Cumberland. At 19 he won the V.C. in the First Great War, was one of the first officers killed in this war.

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On ALASKA HIGHWAY
and Edmonton-Providence Highway
CARGO INSURANCE

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If Your Requirements Are Among the Following See Us . . .

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Conditions at the present time render it difficult to supply this type of machinery from stock, but we are endeavoring to fill the demands to our best ability. We refuse to sacrifice quality in order to handle the larger volume.

You may have to wait—BUT can count on the best.

Coutts Machinery Co.
Phone 25723 LIMITED 10569 95 St.

CONGRATULATIONS

To the Engineers and Officers and the Men (white or colored—every man Jack of them) for the unprecedented achievement of building the Alaska Highway in such a short time

CONGRATULATIONS

Also to the Mayor of Edmonton, Mr. John W. Fry, and to the Commissioners, Comptroller and other officials of the City of Edmonton, to the Chamber of Commerce and other organizations in assisting so wholeheartedly in this grand accomplishment; and to the Citizens of Edmonton generally in opening up their homes in the unprecedented necessity for accommodation

Incidentally permit us to say that you cannot get better Life Insurance and investment for old age than from The Commercial Life Assurance Company of Canada.

Also, men looking ahead and wishing to enter a business with good remuneration and splendid opportunity for advancement, cannot do better than consider a Commercial Life contract. Local representatives may add very substantially to their present income by representing The Commercial Life. Many of our local representatives have increased their income by $50.00 per month or more. If interested, please apply to the Manager of our Western Head Office.

Western Head Office: C.P.R. Building, Edmonton — Harold C. Cooper, Manager.
J. W. Glenwright, Managing Director.

THE COMMERCIAL LIFE Assurance Company of Canada

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1916 to 1943

The Faith that built this business is 27 years old.

. . . in the 27 years this store has been in Edmonton it has never lost faith in the future of the city . . . and now the future of Edmonton promises to be great. With the new Highways in the North, development of rich natural resources is assured and Edmonton is the key city to this vast area.

We have never lost faith in the future of ourselves for we have principles . . . High Standards of Quality and Fair Dealing. And it is with these principles, that today, we are looking forward to serving the furniture needs of Edmonton and district in the tomorrow.

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Goes to Congress

Congressional Record Holds Story of Highway Ceremony On Lofty Soldiers' Summit

Opening of the Alaska Highway

EXTENSION OF REMARKS
of
Hon. Anthony J. Dimond
Delegate From Alaska
In the House of Representatives
MONDAY, DECEMBER 1?, 1942

Mr. DIMOND. Mr. Speaker, [illegible] to extend my remarks in the Record I include the following letter from [illegible] Novem[illegible] O'Connor [illegible] Command, Whitehorse, Yukon Territory, Canada, November 2?, 1942:

Whitehorse, Yukon Territory,
Canada,
November 2?, 1942.

Hon. Anthony J. Dimond
Delegate from Alaska
Congress of the United States
Washington, D.C.

[illegible]

CONSCRIPT MACHINE

[illegible]

At Ceremony

Maj.-Gen. G. R. Pearkes, V.C., D.S.O., M.C., officer commanding in chief Pacific Command of the Canadian Army, who attended opening ceremonies for the Alaska Highway at Kluane Lake, on the Yukon-Alaska border in November, 1942. Maj.-Gen. Pearkes once patrolled the wild northwestern country as a member of the Royal Northwest Mounted Police.

[illegible]

AN INNER STRUGGLE

[illegible]

In the morning the ceremony was held. It was an event of color, drama, and significance. Colonel Bush's hands became blue as he took off his gloves to read statements received from yourself and many other distinguished men in public life. A long file of Royal Mounties stood at attention in their scarlet coats and leather boots. Their feet must have been as cold as an ice, but they stood as straight and rigid as stone posts. Discipline and tradition [illegible] for that. [illegible] Colonel Bush and [illegible] William Grennan, commanding the Mounties in the Yukon Territory, nodded his assent.

[illegible]

[illegible]

[illegible] F. [illegible] of Philadelphia and Corp. John T. Reilly of Detroit, representing the Fort St. John sector. Sims and Reilly are Negroes, symbols of the colored troops whose toil has played a material part in the [illegible].

[illegible]

The crimson tunics of the Mounties mingled with the somber khaki of their American allies. We ate moose meat and mountain sheep. Cigar and cigarette smoke hung beneath the beams. The band played Johann Strauss' Tales from the Vienna Woods and the Blue Danube, [illegible] memories of a land which may soon be free. It was like some scene from a Graustarkian operetta. Inspector Grennan swayed his head to the gay waltzes and so did the American mess sergeant who hurried along the tables seeing to it that no man's plate was empty.

It was an episode which will not soon be forgotten by those who participated in it.

GREATEST THRILL

[illegible] memory of it is the playing of our National Anthem by the band at Soldiers' Summit. As the music faded away and I looked around me at the stern [illegible]

[illegible]

DICK.

He's Interested

Leonard E. Drummond, president of the Alberta and Northwest Chamber of Mines and Resources who has been assisting Canadian and United States authorities in carrying out great northern war projects.

Stainless Steel Good For Planes

[illegible] of stainless steel to withstand heat [illegible] fatigue and heavy [illegible] material [illegible] E. J. W. Ragsdale [illegible] Edward G. Budd Manufacturing Co., Philadelphia, asserted in a recent address before the Philadelphia section of SAE.

"Even more remarkable than its resistance to heat is that characteristic of stainless which enables it to retain its impact resistance when cold. At 300 degrees below zero it [illegible] I know of no other metal which has this property," Col. Ragsdale continued.

High cost of manufacturing operations in building of planes as compared with relatively low cost of metal components has prompted manufacturers to search for metals [illegible] according to Col. Ragsdale.

Famed Pilot

Walter E. Gilbert, F.R.G.S., now superintendent of the Mackenzie river district of C.P. Air Lines.

Churches Maintain Interest in Schools

[illegible] have always maintained a [illegible] interest in education, [illegible] and mission [illegible] mainland [illegible] conducted [illegible] Fort [illegible] Fort [illegible] Douglas (Anglican); Simpson, Simpson (R.C.); Simpson, Holy Trinity (Anglican); Norman, St. Matthew's, (Anglican); McPherson, All Saints' (Anglican); Aklavik, [illegible] Lake (Anglican); [illegible] Cambridge Bay (Anglican); [illegible] Chesterfield, Coppermine (Anglican); Coppermine and [illegible] (Anglican); Eskimo [illegible]

[illegible] R.C. [illegible] Anglican [illegible] R.C. [illegible] R.C. [illegible] All Saints (Anglican) [illegible]

EDMONTON . . . The Playground of Central Alberta . . . And the Gateway to Alaska

Sportswear

For Those Who Plan to Vacation at Home

[illegible]

Johnstone Walker Limited
Est. 1886

[illegible]

Canada Favored Nation as Air Power Age Begins

Official of C.P. Lines Sees Dominion Leadership In Expansion After War

By D. B. WALLACE
Assistant to the Vice-President and General Manager
Canadian Pacific Air Lines

Today, the airplane is the world's greatest single destructive weapon. Tomorrow? It will be one of the main instruments in rapid reconstruction of a war-torn world. It will carry vital supplies, not on missions of terror and obliteration, but on missions of peace and international benefit. Technicians will fly to far-off lands to give their experience where it is most needed. New trade and travel opportunities will develop quickly—probably so quickly that they will bring into being far-reaching changes in both our economic and social life.

And where will Canada be in this approaching Air Age? Basically, Canada has no peer when it comes to opportunity for using the airplane in the reconstruction period. The country lends itself geographically to air transport. This war has proven to the satisfaction of all that Canada has everything needed—how else would we have become fourth ranking nation in military air power, competing against countries with much larger populations?

One has only to look at the British Commonwealth Air Training Plan and its striking success as an example. And the thousands of Canadian boys flying and fighting in every war sphere, almost every one of them trained in this country, is a well earned tribute to Canada's leadership in the air.

Canada may well emerge from this war as the greatest per capital user of air power in the post-war world. Air is a natural transport medium in this country.

Our comparatively small population is dispersed over one of the world's greatest land surfaces. Geography and climate have joined hands to give this country a real head start in the air race. Our vast new Canadian aircraft construction and manufacturing industry has over 100,000 employees. Link these with the 200,000 brilliant young air-minded Canadians now in the R.C.A.F. And when peace comes? We have the solid nucleus, both in the air and on the ground, so necessary to go places in a big way in aviation.

IS HUMAN PROBLEM

Let us look forward to the reconstruction period after the war. In the case of the air transport industry, reconstruction will deal more with men than with materials. Today, we have modern ground facities and extensive equipment used for training that will be available after the war. So it would seem the most important problem we will have in Canada will be the absorption of trained air force personnel into commercial air transport. In other words, reconstruction in the air transport industry will be measured by the number of men employed rather than the cost of new physical structures erected.

After this war, the Canadian city or town which has not its own airport or landing strip, built close to the outskirts, will be much like a tourist camp without a trailer. Already many Canadian towns and small cities are studying plans to build economical airports immediately the war is over. Until then, due to the shortage of critical materials and labor, all that can be done is to plan.

But at the present time and so far mainly in eastern Canada, some 500 Canadian communities are beginning to realize the fact that they must have adequate airports or be left off the post-war air map, and they are doing something about it.

Theorists' long-winded studies on post-war reconstruction are a necessary adjunct. But from the planner's brain, these thoughts must be transferred to the man of action. The efforts of these communities to make themselves ready for peacetime days will help materially in the reconstruction program. They are being aided in their planning by the newly-formed Aeronautical Institute of Canada, which is ready and willing and able to give expert advice on types of airports suitable for each particular town or city.

The beginning should be small, but there should be room for expansion later. The prime objective is to get the city's or town's name on the air map and build from there. The Aeronautical Institute advises starting with a single landing strip running in the direction of the prevailing wind. Accommodation for passengers is another essential. This need not be elaborate, but should be built with an eye for comfort.

Those cities and towns which are going ahead with their own airport planning are showing the typical spirit of flying. For flying naturally must be coupled with initiative. These communities are not calling on the government to hand them a full-grown, completely-equipped airport fresh out of the pork barrel. Instead, they are planning today for themselves, using local support and local funds. These towns are determined they will be provided with air services after the war. Too, by planning now they hope to have their community in such a position that they can offer their own boys now in the Air Force a chance to earn a living in post-war air transport.

The whole question of expanding these airports into a huge network is one which may dove-tail in the government construction plans. Once a start is made, arrangements could undoubtedly be made to expand, using government funds on buiding up the initial small airports to a larger size, depending on the support given commercial air transport.

NEED MORE FEEDERS

Few people realize that today in Canada, only about four million people are served by airlines. The remainder are off the mainline track. The answer, of course, is more and better feeder lines—lines using aircraft which can fly in and out of smaller fields, bring passengers and mail and air cargo to the main lines for trans-shipment east or west. Here is the answer to getting most of the remaining eight million either in the air or using air mail and express.

There is another angle which must not be overlooked. If feeder networks are established all across this country, it is not only possible but probable that these operations would entail more employment of personnel, more equipment, and carry larger total traffic loads than the present high traffic main routes. These will be the branch lines of the skies. They will go far toward welding the Canadian people into closer unity.

In this connection, it is interesting to note than in the United States, plans are already far advanced for feeder line services. Applications for a total of 62,000 miles of such services are already on file, as well as mail pick-up service, applications.

This may be done either by using a device which precludes the necessity of actually landing a plane, or by the use of that sensational new flying development, the helicopter.

Canadian Pacific Air Lines is prepared to use the helicopter once larger commercial types are available. For a start, they would be extremely useful for rescue work in Canada's north, as they are capable of landing straight up and down and taking off..

While expansion of mainline and feeder air services will mean added employment and building after the war, it is still a fact that because of the predominant role Canada has played in the air training scheme this country will have, ready-made, so to speak, many excellent air fields and associated facilities. In this case it is logical to believe that a good deal of Canada's expansion in the air will take place in the building of transport equipment rather than ground facilities. The latter in many cases will merely need to be redesigned or reallocated.

Admitting the substantial expansion in air travel and transport in Canada with the return of peace, it is quite clear that Canadian plane manufacturers, now producing more planes per capita than any other nation in the world, should be in an excellent position to make models available for the home market. Already research is being undertaken to develop a Canadian four-engine plane for long distance flying. Plans are also under way to have Canadian manufacturers concentrate on a number of general utility planes for use in Canada for various types of services. Some of these types, such as the famous Norseman, also should find room in the export market, particularly in South America and China, where a great deal of air transport will be needed in opening up the outlying regions in much the same fashion as northern Canada.

PRIVATE PLANE MARKET

There should also be some market for the private plane. However, airplanes have not the same mobility as automobiles and certain caution should be exercised in referring to their every day use after the war. It is quite likely that there will be a number used by civilians particularly for sporting purposes. As one writer has said, the best market for the private plane will be in the family which now possesses two cars. After the war it is expected that the second car will be replaced by a private plane in many cases.

Other projects of a reconstruction nature in which aviation will play its part include the aerial inventory of Canada's natural resources. This is being widely discussed at the present time and it would be a means to utilize a number of planes and surplus flying personnel after the war. At the some time it would give Canada a photographic record of its untapped mineral and forest resources of great value.

Another field in which expansion is expected is that of extension of air mail services. Already it is conceded that all first-class mail in which there is a time-saving by being carried by plane, will move by air. This in itself will bring about a new industry of considerable proportions.

Just on the horizon, insofar as commercial aviation is concerned, is the cargo plane. While it is making a sensational record as a carrier of military cargo, it still has to enter the commercial field on a cost basis. There is little doubt but that it will be successful in capturing a fair percentage of present express cargo and high cost commodities. It is a development which we can look forward to with confidence in Canada. Already Canadian Pacific Air Lines, as the nation's primary air cargo service, moved 10,000,000 pounds last year and is studying plans for expansion of air cargo service on the basis of latest developments.

FLYING CLUBS

Private flying clubs will undoubtedly expand in the post-war period in Canada. They had an extremely active period in the decade prior to the war and hundreds of their graduates are today in the air force or holding responsible supervisory positions training our new airmen in elementary training schools operated by the former civilian flying clubs. The expansion of these clubs after the war will aid materially in making the nation more air-minded.

Already the air manufacturing industry is the largest single business in the United States and United Kingdom, and is one of the major war industries in Canada. How to convert its vast facilities and highly skilled personnel to peacetime flying is going to be a major problem. Perhaps an indication of what may happen is given in a speech by W. A. Patterson, president of United Air Lines, who recently stated that in the decade after the war, 80 per cent of first-class passengers, 75 per cent of mail, and 50 per cent of express will move by air. But even these optimistic figures will not be the sole solution. To do this record air-carrying task would require, according to Mr. Patterson, about 5,250 planes in place of the 350 which the United States airlines had at the opening of war. While this is a substantial increase it is still true that American war plane production now turns out about 6,000 planes a month.

—V—

Dominion Leads

D. B. Wallace, assistant to the vice-president of Canadian Pacific Air Lines, who contends Canada is in the best strategic position of any nation to take the leadership in post-war aviation.

"Punch" Dickins Is Interested In Helicopters

When the present small but practical helicopter is developed into a large commercial machine with payload possibilities it will have a definite place in Canada's air picture and particularly along northern routes operated by this company, C. H. Dickins, vice-president and general manager of Canadian Pacific Air Lines, stated recently.

Announcement by Mr. Dickins that Canadian Pacific Air Lines has been closely following the developments of this newest type of air equipment and intends to operate it when available, is the first indication that helicopters will be used in Canada.

Mr. Dickins said that the United States army is already satisfied that the helicopter is a practical air transport vehicle and has many advantages especially in rescue and salvage operations. It is felt that it will be an invaluable type of equipment in mountainous or difficult country, particularly along the Arctic coast, and the company's air lines intend to add helicopters to its fleet for operations which prevail under the difficult flying conditions in Canada's northern coastal regions.

Widespread public attention is being given to the success which the helicopter has made to date and many aviation enthusiasts foresee a big future for this type of equipment in the post-war period. In addition to its peculiar advantages for rescue operations and flying along the northern routes of Canada, it is quite possible that it will find its place in short inter-urban runs as an aerial service.

Saddle Ponies Are Easy to Ride

Highways and motor cars give way to the trail and saddle pony when you want to peek behind the ridges in Alberta's National Park. Even the most experienced visitor can enjoy indescribable beauties and unequalled pleasures with the help of these gentle, friendly little horses whose chief instinct is to sense security over stony paths. So even if you have never ridden before, take the time out to ride the trails of the Canadian Rockies. Thus will you enjoy scenery you would miss along the highways.

Chief Stewardess

Miss Ella Mannix, R.N., who has been appointed chief stewardess of C.P. Air Lines, with headquarters at the Edmonton airport. Miss Mannix was born in Meota, Sask. She was graduated from the Royal Alexandra Hospital Nursing School with the highest marks in general proficiency in 1941. She was industrial nurse for Swift Canadian Co. Ltd. before joining staf of CPA. She succeeded Miss Melba Tamney as chief stewardess. Miss Tamney was recently married to Capt. Robert Goldie, main line pilot for C.P. Air Lines.

—V—

U.S. Cargo Planes Fly 15,000 Miles

A recent dispatch from India added to the story of long-distance plane movements, describing one of the longest and biggest mass flights of twin-engined cargo planes in history—a 15,000-mile America-to-India trip by way of Africa which was made in four and one-half days. This flight, it was reported, took into India 90 tons of cargo without loss.

Lt.-Col. W. C. Goldsborough U.S. Army retired, loaned by the Curtiss Aircraft Co., was project engineer and headed the flight. Captains of Northwest, Transcontinental, and Western airlines piloted the planes. It was stated that Capt. O. G. Fredericks of Washington, D.C., a T.W.A. pilot who has made 40 round-trip trans-Atlantic flights had only one hour of flying time in one of the new ships before taking it on its trip half-way round the world.

—V—

Juneau, Alaska, was founded in 1880.

Alberta "Treasure Chest of Empire"

Alberta, youngest and most thriving of the Canadian [illegible] not far removed from the days when she was a virgin territory inhabited by a handful of white traders and hunters, Cree, Stony, Blackfoot and Sarcee Indian tribes, and the wild life which today still provides sport for thousands of residents and visitors yearly.

Alberta, from a trackless wilderness, has grown into a prosperous agricultural province. Now, in the second [illegible] building up a properly balanced social organization on the basis of vast resources of natural wealth with which she is endowed.

Alberta, already the second largest producer of oil in the British Commonwealth holds in the bituminous sands of the McMurray area the world's greatest visible supply of oil [illegible] to be in the neig[illegible] billion barrels by the United States Bureau of Mines. In addition, coal reserves are estimated at [illegible] tons.

Add to this great [illegible] forest resources, water power and agricultural lands, a vigorous climate and an equally vigorous people, and you have the makings of an [illegible] second to none [illegible]. Alberta has reason to be known as "The Treasure Chest of [illegible]

Flax Is Valuable Alberta Resource

Flax is an Alberta resource that is rapidly forging to the forefront. The annual production now totals [illegible] $2,904,000.

Vegetable [illegible] product. Linseed oil yields about 700,000 gallons a year and oil cake meal yields 6,000 tons.

All-Time Record Coal Production

Coal mined in Alberta in 1940 [illegible] $16[illegible]

[illegible] province in 1940, totalled 1,311,644 tons, sold outside Alberta [illegible] Canada, 1,745,175 tons; [illegible] to the [illegible] collieries, 132[illegible] railways, 7,489 [illegible]

In the 1942 production of coal, an all-time record [illegible] 754,279 [illegible] value of this tonnage was [illegible]

The Hudson's Bay Company [illegible]

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Souvenirs of Alaska Highway

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In Its Clothing Requirements

¶ The knowledge and experience gained in supplying clothing for the North during the past 27 years enabled the Canadian and American contractors to place their orders with us with the full knowledge and confidence that their requirements would be taken care of with the utmost speed and satisfaction.

¶ The building and completion of the Alaska Military Highway and other projects in the great Northwest called for specially designed work clothes, camp bedding and footwear. We take pardonable pride in the fact that our organization fulfilled all orders to the entire satisfaction of everyone.

¶ We wish to express our appreciation to the highway contractors and to the Public Roads Administration, their staffs and management, who, by their untiring efforts and endless good nature, aided us immeasurably in the execution of our commitments.

¶ We will continue to show our appreciation of the confidence placed in us by meeting demands for clothing, bedding and footwear at all times with all possible precision and dispatch.

J. H. SAMUELS & CO.
LIMITED
Wholesale Distributors of Quality Dry Goods and Footwear
KELLY BUILDING EDMONTON, ALBERTA

Jasper National Park Contains Wide Variety Attractions

Jasper Park Lodge from Lac Beauvert with Old Man mountain in the background.

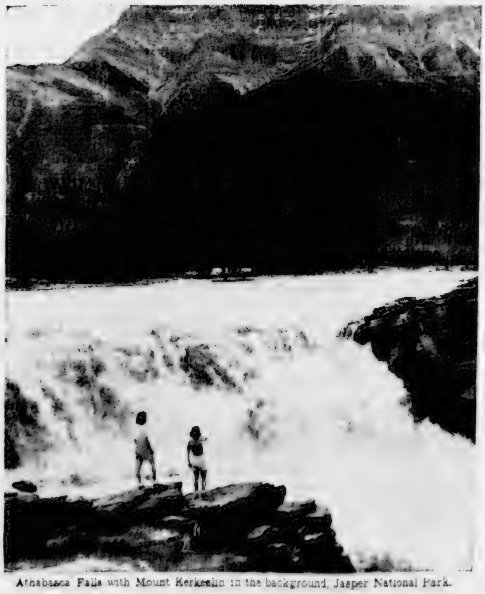
Ice at the tongue of Athabasca Glacier, Jasper National Park.

Trail riding in Jasper National Park.

The [illegible] green, Jasper Park Lodge golf course. Pyramid mountain in the background Jasper National Park.

Cycling on the Jasper-Banff highway, Jasper National Park.

The road to Mount Edith Cavell, Jasper National Park.



Athabasca Falls with Mount Kerkeslin in the background, Jasper National Park.

Mountain climbing in Jasper National Park.

Advertisement

Edmonton Holds Strategic Place on Route to Asia

Commander United States Army Air Forces Stresses Benefits of New Highway

The Edmonton Bulletin is privileged to present to its readers the following article, written exclusively for this newspaper, by General Henry Harley Arnold, Commanding General of the United States Army Air Forces. General Arnold visited Edmonton in July of 1934, when he commanded a flight of 10 Martin twin-engined bombers, making a pioneer aerial survey flight from Washington to Alaska. Then a lieutenant-colonel, in command of a California air base, the officer, with the crews of the 10 machines arrived at the Edmonton airport on the afternoon of Saturday, July 21, leaving on the following Monday for the northwest.

The visiting U.S. airmen were greeted by His Worship Mayor D. K. Knott and a banquet was given in their honor at the Prince of Wales Armory.

General Arnold is the first United States Army airman to receive the rank of full general, which was conferred upon him last March. He is 56 years of age and equal in rank with Generals George C. Marshall, Douglas MacArthur, and Dwight D. Eisenhower.—EDITOR.

By GEN. HENRY HARLEY ARNOLD

Commanding General United States Army Air Forces

Many years—nine to be exact—have passed since my first air trip across Canada to Alaska—many changes have taken place—in the world—in the United States—in Canada—in Edmonton and along the air route from the United States to Alaska. While war hastened and was responsible for most of these changes—contrary to most of the results of war which are destructive in character—one of these changes—the Alaskan-Canadian air and motor highway is and will be most beneficial.

The completion of this highway can only be looked upon as one of the victories of the war. It is also one more example of an international friendship which is unique in the world.

Never before has a road been surveyed by air reconnaissance. Never before has a road been built so quickly. Never has a road been so important to airmen. The United States Army Corps of Engineers, and the United States Public Roads Administration have, with the co-operation of the Government of Canada, accomplished a magnificent feat. The United States Army Air Forces is proud to have been a member of such company.

The immediate practical value of the highway is made apparent by this fact: In the last two months the Army Air Force has bombed the Japanese installations on Kiska and Attu more than 200 times. Many of the supplies necessary for these operations have been transported over the highway.

We are apt to forget that Alaska, including the Aleutians, is as broad and as deep as the United States, and has a longer coastline. It is no longer an isolated outpost, but an integral part of the arterial system of North America. Its strategic importance is unquestioned.

I recall with interest and pleasure my visit to Edmonton in peace time. Now in wartime, more than ever before, it holds an important place in the great north circle routes by air and land to Asia.

—V—

Population Grows

In the census of 1931, figures for the western portion of the North West Territories show 943 whites, 3,673 Indians and 2,567 Eskimos living in the area. The figures for the Indians and Eskimos remain about the same, but the number of white people in the north is now unknown, as huge numbers have gone in on defence projects and prospecting trips.

Aerial Chief

General Henry H. Arnold, commanding general of the United States Army Air Forces, who stresses the importance of Edmonton as a centre of great strategic importance in the aerial war against Japan.

Excellent Profit Shown by Allies In Bismarck Sea

It cost $5,093,710 for the Allies to beat the Japs in the Bismarck Sea, Australia's Prime Minister John Curtin has estimated in press reports from Canberra. To maintain planes and repair damage cost $4,447,710, bombs and ammunition cost $113,050, gasoline, $397,290 and oil, $135,660. The Japanese lost the equivalent of $32,300,000 in ships and equipment, the Prime Minister calculated.

—V—

North Paradise For Sportsmen

Alberta is a sportman's paradise. Its innumerable northern lakes are the nesting places of tens of millions of migratory waterfowl. Upland game birds are plentiful and good accommodation is available. If you want to bring guns or rifles write for your permit to: The Commissioner, Royal Canadian Mounted Police, Ottawa, Canada. Give the make, serial number and calibre of each firearm. Write for information regarding open seasons, licenses, etc., to: The Game Commissioner, Department of Lands and Mines, Edmonton.

U.S.A.A.F. Chief One of First Army Airmen

General Henry H. Arnold, commanding general of the United States Army Air Force is among the earliest army fliers in the world, having been trained as a pilot three years before the First Great War. Born at Gladwyne, Pa., General Arnold attended West Point Military Academy after high school and entered the army as an infantry lieutenant in 1907.

In 1911 he was one of the first U.S. army officers to receive training as an airplane pilot. He learned to fly one of the quaint old Wright biplanes. He was the first U.S. officer to win the Mackay Trophy, awarded for the most meritorious flight in the service. He won the trophy in 1912 for a flight to West Virginia form Washington to observe army operations at a cavalry camp in that area.

He also set an altitude record in the same year when he flew a plane at 6,500 feet. General Arnold was also the first military officer to report results of artillery fire from a plane to the ground by radio. He served in the First Great War and in the Phillipines. He still flies his own plane. One of the best-humored officers in the service he always wears a smile, which has earned for him the nickname of "Hap" Arnold.

—V—

Transportation Easily Arranged

All the facilities of modern transportation serve the visitor to the national parks and playgrounds of Alberta. Super airliners link the centres of the United States with Lethbridge, Calgary, Edmonton and the Mackenzie River basin, the Yukon and Alaska. Splendid air-conditioned trains and commodious buses roll over steel and the highways to the holiday resorts in the heart of Rockies. Natty little lakes and river boats ply in waters of Waterton, Minnewanka and the inland seas 'down north.' Transportation companies operate open cars over the mountain highways so that visitors, their view unobstructed by auto tops, may enjoy the unexcelled scenery to the full.

Young Pioneer

Barney Phillips, assistant to the general manager of C.P. Air Lines Western Lines, who was in the band of young men who first explored the famed northwest aerial passage to the Far East.

Yukon Summers Most Delightful

The climate of the Yukon Territory is characterized by extremes in temperature and a very moderate precipitation. There is no more delightful climate than prevails from May to October. The continuous daylight during the period from the middle of May to the first week in August, although anticipated, is a source of delight and wonder to the visitor. While the winters are long and cold, the low temperatures are borne with less discomfort than in other parts of the north owing to the absence of high winds and the dryness of the atmosphere.

In the central and southern parts of the Yukon, the climate inclines to aridity. As a result, there is a variation of the flora on the northern and southern slopes of the hills. While the flora on the southern slopes is limited to such species as brush, sage grass, etc., the northern slopes are well wooded and support alpine and Arctic flora.

The variation in the range of temperature is from 125 to 160 degrees, or an average of 142 degrees. The maximum temperature recorded at the Dawson meteorological station is 92 degrees above and the minimum 68 degrees below zero. The average precipitation is 12.8 inches per year, the greatest precipitation on record being 17.9 and the least 9.3 inches.

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Value Increases

Dairy products manufactured in Alberta in 1942 were estimated as worth $31,770,000, an increase of $4,000,000 over the 1941 figure.

Poultry products increased $5,000,000 to $14,568,000 in 1942.

—V—

Continental Alaska in the interior is essentially a vast plateau.

Co-Operation Pays Dividends In War Plants

Union management co-operation in the campaign to outpace Hitler's assembly lines has achieved results in the two Montreal plants of Noorduyn Aviation. At the Haig avenue plant more than 50 suggestions for improving output were submitted by the workers to the Joint Production Committee and prizes have been distributed to the employees offering the most constructive suggestions.

MANY ACCEPTED

Reports from the Joint Production Committee show that 48 of the 50-odd suggestions turned in during the campaign were worthy of trial and of these six merited War Savings Certificate awards.

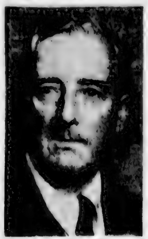
From the Cartierville plant of the company the Joint Production committee reported that eight workers had been given cash awards varying from $11 to $8 for the best suggestions for improving production.

The committees feel that these results of co-operation are [illegible] significant in that they show what can be achieved through thinking and teamwork.

—V—

Britain's untuneful air raid sirens are to remain, the government having turned down suggestions that some sound a little easier on the ear than the present unmelodic notes, be used.

Important Works



United States Consul-General in Edmonton, who retired June 30, John Randolph places emphasis on the importance of developments in the northwest. Mr. Randolph told The Edmonton Bulletin: "These developments in northwestern Canada are, in my opinion, of the greatest importance from the point of view of the present world crisis and they promise to be of equal importance in the post-war world. Personally I am glad to have served in Edmonton at such a time."

—V—

The population of Alaska in 1867, at the time of the cession from Russia, was estimated at 30,000, of which two-thirds were Eskimos and other natives.

Made First Flight To Yukon in 1934

The first flight to the Yukon from Edmonton was made in the spring of 1934 when Grant McConachie and Ted Field, with Art Rankin, [illegible] set out from Edmonton with a party of four [illegible] [illegible] 30 miles per hour in good weather. The pilots followed a path which led them over the Rocky Mountains at Jasper, westward to Prince George, then [illegible] through the Fort St. James mining country to [illegible] Lake and Dease Lake [illegible] after they had set out from Edmonton.

[illegible] C.P. Air Lines schedules [illegible] miles in slightly over five hours' flying time. It is now possible to fly from Edmonton to Fairbanks, Alaska, and return to Whitehorse by 9.30 p.m. after leaving Edmonton at 7 a.m., with stops being made at Grande Prairie, Fort St. John, Fort Nelson, Watson Lake, Whitehorse, Fairbanks and Whitehorse again.

—V—

Five Shale Pits Are Operating

In 1940, five shale pits were in operation in Alberta, producing 35,164 tons of shale and clay, from which 9,885,326 bricks were made, as well as 5,712 tons of hollow tile.

Since 1930, 271,382 tons of shale have been mined, from which have been produced 90,110,303 bricks and 14,431 tons of tile.

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NAR

The Battle of *Transportation..*

EVERY DAY 24 HOURS

When U-boats, and gas and rubber shortages reduced the country's transportation capacity, the railroads were called upon to shoulder much of the burden.

Before the war, the N.A.R. with a trackage of 1,000 miles, mostly used for the transportation of grain and livestock, had 16 locomotives and an average staff of 600. Today, this road has more than 40 locomotives and double the average number of employees. Total freight traffic for the last nine months of 1942, thrice exceeded that of the whole previous year.

"The Northern Alberta Railways has performed what almost amounts to a miracle. It has become one of the world's few truly strategic railways. The full story of the accomplishment of this railway will be told only after the war."

—TORONTO STAR WEEKLY

LIFELINE OF THE NORTH

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And in this swift-moving day we are abreast of business, as it speeds into tomorrow on all-metal airplanes, streamlined trains, swift ocean ships and amazing highway motors.

Unchanged in its basic character of co-worker with Canadian business and safe dependable banking ally, the Bank has merely altered the speed of its service to keep pace with changing business.

We did our banking part in the canal-boat and stage-coach era; we are doing our part in the present-century business and industrial development of the Dominion, and we are prepared to meet the increased service demands to be expected in tomorrow's world of business. We are always pioneering.

Business executives are cordially invited to talk about their banking needs with the manager of any of our 450 branches.

BANK OF MONTREAL

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Edmonton Branch: THOMAS DICKSON, Manager

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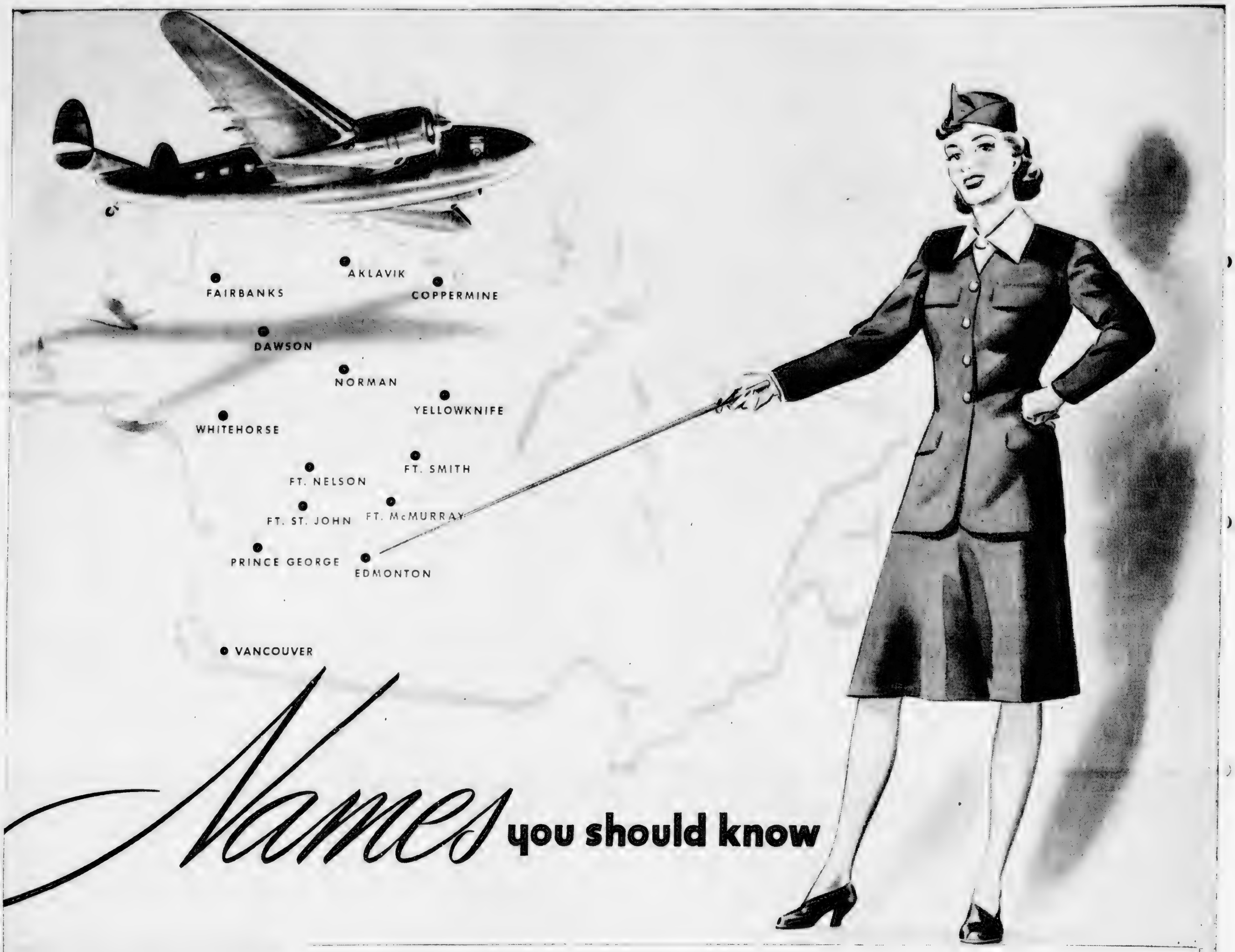
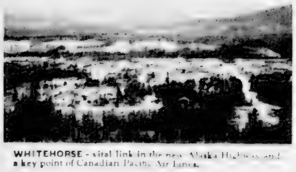


Names you should know


WHITEHORSE - vital link in the new Alaska Highway and a key point of Canadian Pacific Air Lines.

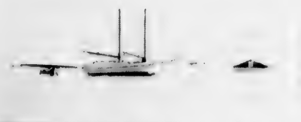
ALASKA HIGHWAY - typical army engineers camp in mountain country during the construction of the highway.

Yesterday, our railway builders created an East-West Canada. Today, air transportation is creating a new North-South Canada.

Such names as Yellowknife and Whitehorse . . . Coppermine and Aklavik mean little to the average man today. But learn those names. Remember them. They are part of the new North-South Canada served by Canadian Pacific Air Lines. They may loom large in tomorrow's air age.

In the construction of the Alaska Highway CPA planes played a vital part. They flew in surveyers and trail blazers and carried supplies, equipment and mail to those engaged in the actual work of construction.

Just now all our facilities are pledged to the one big job of winning the war. When victory is won and free men set about building a better world, Canadian Pacific Air Lines will be ready to meet the transportation needs of a generation that will turn to air travel as a matter of course.


COPPERMINE - showing a supply boat frozen in for the winter and an aircraft ready to take off.

EDMONTON - one of the continent's biggest airports. Foreground, a 14 passenger CPA plane in front of new Administration Building.

AKLAVIK - up on the rim of the Arctic, a float-equipped plane lands on open water.

Canadian Pacific
AIR LINES

CANADIAN PACIFIC
AIR LINES

THE WINGS OF THE WORLD'S GREATEST TRAVEL SYSTEM

"Discovery" of Northwest Air Passage Stirring Task

Grant McConachie Recalls Thrills of Pioneering New Road to Mandalay

By GRANT McCONACHIE
General Manager C.P. Air Lines, Western Lines

Whenever the Alaska Highway is mentioned, we seem to get rather a warm feeling because we have a personal interest in this particular development. Quite a few years ago, before we were aware of the treachery of our Japanese neighbors, a group of young aviators, including myself, were looking for a short route to the Orient. Back in 1932, we began to look along the northern Pacific coast from Prince Rupert to Alaska, for an air route that would be quick and feasible as a new Northwest Passage. The weather in that particular spot, and even further inland, put an end to our hopes there. Then later we tried the route that is now in use. We found that in this latter choice we had avoided the fog and heavy weather conditions that were so prevalent near the coast and that we had an all-year, low-altitude route that was practical and safe as well as being very scenic.

We, perhaps, didn't realize the full military possibilities of this project but it so happens that this selection of ours was the one later approved by the Joint Defense Board. It was out of the range of carrier-based planes and it offered a logical site for a military road as well as an air line for the rapid transportation of vital supplies. The speed with which the U.S. Army built the road is a little dazzling and our progress in laying the foundation for our "Air Bridge to Asia" may seem slow in comparison. However, it must be remembered, that we didn't have the resources at our disposal and that the going was extremely tough. We had to pay our way as we went.

FINDING THE MONEY

That meant that we had to haul freight, trappers and traders, mail, machinery and men to pay for every bit of equipment that we used. Money had to be earned for the radio stations we installed along the route. We had to provide our own fields and the money to maintain them. We learned a lot in those difficult days and that knowledge has been invaluable to the others now interested in the development of that region. We had a clearing at Watson Lake ready to build an airfield, and actually had fields at Fort Nelson, St. John and Grande Prairie when the Department of Transport decided to take over and build modern airports between Edmonton and Alaska. They also installed radio ranges and other navigation aids that have proved such a God-send since the war started.

It was a natural step that the highway should follow the air route so that the one might complement the other. Without the air route, the highway might have been a great deal longer in building. The store of facts regarding the country and the experience of our men was of paramount importance to the road builders. Believe me, they got that knowledge the hard way, too, living on hard-tack and jam, battling the mosquitoes in the heat of the Northern summer.

And they slept in tents in below-zero weather in the rigorous Arctic winters.

LIVE ON HOPES

Repairing planes with make-shift equipment and living on hope and prayer were part of the price paid for pioneering in that route but we didn't mind because we knew we were building for the future. The men who did these things aren't much to talk about their exploits. Men like Ted Field, Barney Phillips, Sheldon Luck, Ralph Marshall, Jack Baker and many others are the ones to whom we owe so much. They're all still in the aviation business and although they will say how tough it is, they wouldn't be in any other line for any amount of money. It gets in your blood. That country becomes your own country and while our pride in the achievements in the north may seem to be exaggerated at times, it is as natural as can be.

We saw the small communities growing up. Dawson Creek was a village of about 300 a few years ago and now it counts its population as over 10,000. Fort St. John was a crossroads stop of about 150 people and now is between 8,000 and 10,000. Fort Nelson in 1940 had nine white people and about 75 Indian trappers, living solely on the fur trade. Now there are about 5,000 living in this busy community. Whitehorse, in the Yukon, boasted a population of about 2,000 in the summer and about 800 in the winter. Now the figure is over 12,000, winter and summer. Greyhound buses roar over stretches where the wary Indian stalked his game and electric lights are strung along the highway in spots that never knew other light than the stars or the northern lights. We saw these things come to pass and we were part of that growth.

FIRST IN AREA

We saw it before any of the northern comforts of life were there, we saw it in its primitive state and we worked to make it what it is. Others may come in after the groundwork has been done and try to take the fruits of those labors from us. Perhaps they may succeed to a certain extent but they can't understand the north like the men who first conquered. It's a grand country, it's the last frontier of the continent. Its possibilities are as unlimited as its scenery. After the cessation of hostilities people will come from all over the world to see it. Big game hunters will find it a paradise. Transportation companies will "discover" it as the shortest route to the Old World and its centres of commerce. New names will appear and fortunes will be made and lost and maybe the old-timers will be forgotten. Even then it will be a comfort to the men who saw these things as dreams and have since seen these dreams come true, that they laid the foundation solidly for the tremendous progress we are now witnessing. Not many years hence, huge air transports will wing their way over the roof of the world to China, Russia, India and the rest of the world. Their throbbing motors will chant a song to out-Kipling Kipling as they sing of the new "Road to Mandalay."

Pioneered Northwest Passage

G. W. G. McConachie, known to all as Grant, general manager of Canadian Pacific Air Lines Western Lines, smiles broadly as he stands beside an airman's world, the new world that all mankind must learn of in the future. McConachie pioneered, along with other intrepid Canadian bush pilots, the route now used by airmen flying to the Yukon and Alaska, and beyond. He is one of the youngest executives in Canada, being only 34.

Crows First Aerial Cargo For McConachie

Professor William Rowan, University of Alberta zoologist, and his pet study, crows, launched Grant McConachie, general manager of C.P. Air Lines, Western Lines, on his career as a commercial air lines pilot.

One winter day in 1932, Professor Rowan came to the Edmonton airport looking for a pilot and plane. Young McConachie stepped up to Dr. Rowan and said he was the fellow required. In an hour or two Grant was winging south in an ancient Fokker with his first air cargo. The cargo was a couple of crates of cawing crows. Dr. Rowan wished to have them released in southern Alberta as the birds were banded.

That was one flight that McConachie could say he went "as the crow flies."

Gold Not Only Asset Bringing Fame to Yukon

The Yukon Territory, the most westerly of Canada's northern country, is bounded on the north by the Arctic Ocean, the south by the Province of British Columbia, on the east by the watershed of the Mackenzie River, and on the west by Alaska. The country contains, roughly, 206,427 square miles.

Chief waterway of the territory is the Yukon River system, although the headwaters of the Liard River flow through the south-east corner of the Yukon.

The highest mountains in Canada are to be found in the Yukon Territory, in the St. Elias range. Highest peak is Mount Logan, which towers to 19,850 feet, more than three and one-half [illegible] level. Second highest peak is Mount St. Elias, after [illegible] range was named, which rises to 18,008 feet.

The Yukon's famous Klondyke mines are reached by a river-rail trip from Skagway in Alaska. The trip is started with a 111-mile [illegible] journey on the White Pass Railway to White Horse, and from that point a 460-mile run by river boat completes the journey.

Before the finding of gold in the Klondyke in 1896, the country was inhabited by a few Indians, but the sensational finds of rich placer brought in a huge, turbulent population. In 1901, at the height of the gold boom, Dawson, Yukon's capital, housed 27,219 people. By 1921, only 4,157 people remained and in 1931, the figure had risen to 4,230.

The Territory is administered by the North-West Territories Branch of the Dominion Department of the Interior, with policing being done by the Royal Canadian Mounted Police. One member represents the Territory in the Canadian House of Commons.

Yukon's climate is described as "rigorously continental," with a severe winter and very sunny summers. The line of perpetual snow is above the 4,000-foot mark. In the colder parts, the ground, covered with moss, is perpetually frozen to a depth of 100 or 200 feet.

Placer gold [illegible] the chief [illegible] duct of the Yukon Territory, and in 1925, $1,962,000 worth of gold was recovered. Other minerals produced include silver, copper and lead. Coal is being mined in increasing quantities and is of [illegible] quality.

Fine forests of spruce and poplar are found along the river valleys where hardier grains and vegetables may be [illegible] [illegible].

Supplied Cargo

Professor William Rowan, University of Alberta zoologist who launched Grant McConachie on his career as a commercial pilot, by shipping crows by air in 1932.

Timber Abundant Northern Areas

Principal forest growth around Great Bear, Great Slave Lakes and the Mackenzie River area contains black spruce, white spruce, birch and tamarack, jackpine, aspen and balsam poplar.

These forests are not deemed to be of sufficient value to warrant the heavy expenditure of accurately mapping them. Nearly all the lumber produced in the Northwest Territories is used for local purposes, because of the heavy expense of bringing in lumber. Small mills, with planers, are operated on the Slave River, the Mackenzie River and Great Slave Lake. Most of the lumber cut is white spruce, which is used for every purpose.

Tamarack is used for certain parts of boats, and for ground sills for buildings. It is noted for its toughness and [illegible]

United States Well Repaid For Buying Alaska

When the United States in 1867 paid $7,200,000 to the Imperial Russian government for the vast Arctic wilderness known as Alaska, there were many Americans who were extremely critical of the deal effected by William H. Seward, secretary of state. [illegible] it "Seward's Folly."

[illegible] ceptance of the Russian government's sale offer and won.

In the years since the sale, there have been mountains of statistics to show that the United States has taken out of Alaska in [illegible] its $7,200,000 more than $1,000,000,000 worth of salmon and other fish [illegible] $800,000,000 worth of gold, copper and other minerals sluiced out [illegible] and more than [illegible] worth of furs trapped and shot in its great wildernesses.

Today Alaska's value to the United States is no longer counted in terms of fish, nuggets, furs that add to the national wealth and income.

Alaska's current worth is the concern of stragetists rather than of economists, and upon the correct use of Alaska in the war plans of the United Nations may depend the fate of our times. The key to Victory in the Pacific lies in Alaska.

—V—

More than 1,000,000 tons of British and Allied ships, torpedoed, bombed, and left burning at sea have been brought safely to [illegible] repaired and have returned to service [illegible]

Air Enthusiast

Charles C. Becker, assistant to General Manager G. W. G. McConachie of C.P. Air Lines Western Lines, who was among the early civil aviation pioneers in Western Canada.

Northern Alberta Salt Is Valuable

Salt deposits [illegible] in northern Alberta were discovered during drilling tests made to determine depths of bituminous sands.

The deposits a[illegible] and about 700 feet [illegible] face of the ground. [illegible] been te[illegible] from 98.27 to 9[illegible]

The sa[illegible] estimated a[illegible] acre, with a total [illegible] in the d[illegible] enough [illegible] ada for 60 years.

The salt is valued at well head at around $10 a ton.

[illegible] millions of years ago was a 30-foot [illegible] animal, with [illegible]

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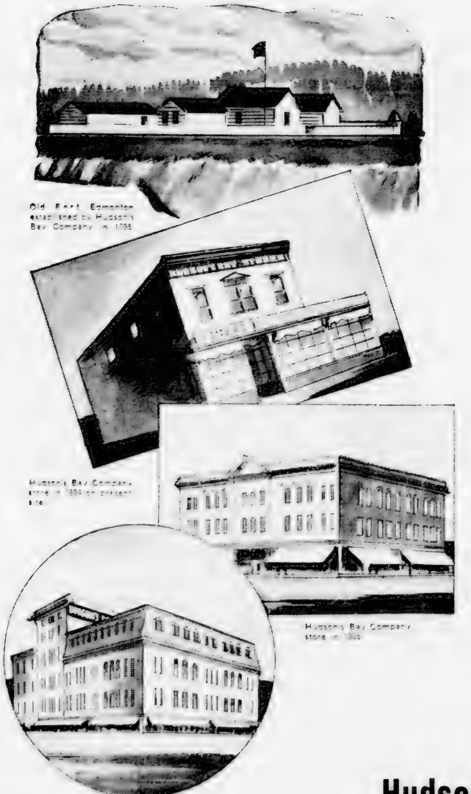
FROM TRADING POST TO MODERN STORE!

Hudson's Bay Company Keeps Pace with the Fastest Growing City in Western Canada



Old Fort Edmonton established by Hudson's Bay Company in 1795

Hudson's Bay Company store in 1894 on present site

Hudson's Bay Company store in [illegible]

Hudson's Bay Company store in [illegible]

From early pioneer days of a hundred and fifty years ago, when old Fort Edmonton was established, Hudson's Bay Company has always maintained its faith in the great future of Edmonton, the Gateway to the North.

Through the years... from Trading Post to modern Department Store... Hudson's Bay Company has kept steady pace with the march of progress.

With the construction of the Alaska Highway, one of the greatest engineering feats of the age, and with the establishment of new Air Routes to the North, Edmonton is destined to become one of the most important cities in Canada.

We're proud of the pioneers who blazed the Northern Trail ... we're proud of the men whose skill and superhuman efforts built the highway and airfields in such record time... we're proud to be associated with the present and future development of this district, and we're proud to have contributed our small part to its progress.

Hudson's Bay Company Salutes the City of Progress!

Growing with Edmonton
City with a Future

Edmonton Bulletin

Alaska Highway and
Air Progress Edition

SECOND SECTION EDMONTON, ALBERTA, CANADA, SATURDAY, JULY 3RD, 1943 PAGES 17 TO 32

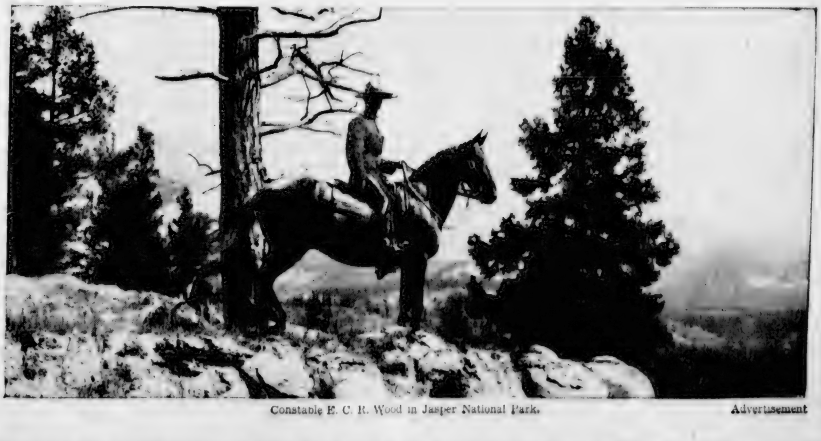
Assistant Commissioner W. F. W. Hancock, of Edmonton, officer commanding "K" Division of the Royal Canadian Mounted Police.

Corp. D. Cameron passing out baseball equipment to Indian chieftains at an Indian encampment near [illegible]

A Mountie gives first aid to a tourist following a minor accident at Trefoil Lake, near Jasper Park Lodge.

Sgt. F. E. Baynes pictured during the first visit to Western Canada of his Excellency the Earl of Athlone, governor-general of Canada.

Constable Cass Snyder inspects a mine claim of Jack the Hermit at Yellowknife, N.W.T.



Constable E. C. R. Wood in Jasper National Park.

Advertisement

Canada Must Utilize All Commercial Air Resources

Controlled Competition Seen as Best Solution By President of C.P.A.

By L. B. UNWIN
President Canadian Pacific Air Lines

The place which Canada will take in the world air transport picture will depend on how well this nation's transport companies meet the traffic demands and world competition. Trading away the right to other nations to route their services through and over the Dominion is not enough to make Canada a vitally important world commercial air power, although reciprocal concession of rights will be a necessary part of post-war international arrangements.

Heads Lines

L. B. Unwin president of C.P. Air Lines, who tells the policy of C.P. Air Lines in an article on this page.

The geographical position of Canada, the great extent of the Dominion, the type and distribution of our natural resources, and —above all—the demonstrated genius of our people for the use and development of air transport, all combine to give this country a special and real opportunity to participate in the future of international commercial aviation, but these alone will not give Canada the air position to which she is entitled as an important trading nation and growing world power.

It has been said that [illegible] prestige and [illegible] [illegible] in the [illegible] Any action [illegible] its natural development as a transportation medium [illegible] gravely with the aviation progress of a nation following such a policy.

[illegible]S THIRD LARGEST

Canada is now, under war conditions, the third largest trading nation [illegible] balanced fleet.

[illegible] and steamship [illegible] Canada [illegible] gained the benefit of half a century [illegible] transportation. Already the British are [illegible] plans for co-[illegible] of air and sea transport. They realize that the British trade [illegible] cannot be maintained and [illegible] United States [illegible] where air transportation has made [illegible] limited competition of a number of operating lines is the key [illegible]

It is clear beyond doubt that the United States will have air routes, equipment, and trained personnel after the war which will match, or exceed, those of any other country. With some 10 commercial airlines now flying world routes under United States Army control, it is obvious they will be in a most favorable position when war ends.

For Canada to enter into [illegible] competition with these great nations, and with the many other [illegible] perience of our great [illegible] experience in actual flying [illegible] Canadians [illegible] acquired during the generation before this war and to which our young men have added so greatly in the course of the struggle [illegible]

Is Commander

[illegible] He was formerly [illegible] Santa Monica, Cal., and [illegible] Air Depot [illegible] Texas.

The Yukon valley comprises four [illegible] Upper Yukon."

Meals Like "Mother Used to Make" Served on Air Liners

In the above picture, Miss Ethel Hailes, Canadian Pacific Air Lines stewardess, is shown serving a meal to a passenger aboard a northbound plane. This appetizing meal, like thousands of others served on CPA planes, was prepared in the Hudson's Bay Company Coffee Shop. Meals are among the many distinguishing features of CPA trips north and the quality of same has resulted in many glowing tributes being received by Hudson's Bay Company officials.

The fauna of Alaska is [illegible] and surprisingly varied.

Coal Resources Prove Extensive

Alberta possesses 14 per cent of the [illegible] coal reserves; 21 per cent of North America's coal reserves; [illegible] per cent of British coal reserves and 87 per cent of Canada's coal reserves.

[illegible]

The average number of employees is 8,000 with an annual payroll of $10,300,000.

First Coal Dug

It was in 1872 that Alberta's first coal mine opened, with a pioneer westerner named Nicholas Sheran as operator. Those were the days of the Golden West, when the buffalo still roamed in numbers sufficient to attract hunters, and domestic cattle were being introduced to the prairies of Canada. Already the trail herds were thundering along the [illegible] trail from Texas to the mining and construction camps and the homesteads of venturesome grangers throughout the West.

Air Transportation System Must Be Sound Structure States C. H. Punch Dickens

By C. H. "PUNCH" DICKINS
Vice-President and General Manager, Canadian Pacific Air Lines

So much is being written and so much is being talked of in regard to the future of air transportation after the war that the practical aspects, in the minds of many, have been lost sight of. The public has been led in many cases to believe that tomorrow will be an Air Age in which every other form of transportation will be subordinate to the airplane; that railways, steamships and bus lines will just have to get by on the crumbs left by the air lines.

Predicts Progress

C. H. "Punch" Dickins, O.B.E., vice-president and general manager of Canadian Pacific Air Lines, and former Arctic air pioneer, who predicts the orderly development of aviation in Canada after the war. Dickins is a former Edmonton resident.

That is hardly a correct picture. Air transportation will be greatly expanded, of that there is no doubt, but the idea that all traffic will leave the ground is much too far-fetched. In fact the exaggerated claims being made by some air enthusiasts are proving somewhat of a boomerang to the industry and not helping in laying the foundation for a sound development of air transport.

In spite of the fact that aircraft are crossing the North Atlantic on military missions these days, there actually has not yet been developed a technique by which this ocean can be flown commercially, day after day, the year round. No operator has been able to do it yet, mainly because there has not yet been developed a transport type airplane which can do the job on a commercial basis.

The immediate job of the air transport industry is to win this war—and our day dreams of the future must be subordinated to that task. But we can do some practical thinking and planning on our post-war obligations.

We must encourage and develop private flying after the war, and by this I mean do something in a positive way to provide low cost service in both flying and maintenance of aircraft. We must plan ahead to provide vastly increased transport services, both in and out of Canada, at rates for passengers and cargo far below the present levels. Only by so doing will the air transport industry be able to compete for its share of the travelling public's business. If we develop these plans in an intelligent manner, we will assist in cushioning the economic impact which is inevitable with the termination of the war.

DESIGNING PROBLEM

Flying equipment of today will continue in use for some years after the war unless designers get busy today on their plans for the post-war transport plane. Some are already in blue-print form. But the equipment must be intelligently designed for the job the machine is to be called on to do. From the airline operator's point of view, that is the most important consideration. It must be designed to suit the specific work which it will be expected to perform.

Experience has proven it is not only impractical, but uneconomic as well to take just any aircraft, no matter how newly developed it may be, and arbitrarily operate it in an airline system, because that system, by the very nature of its being, must offer a varied and diversified service.

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NAVIGATION EQUIPMENT

AIR NAVIGATION OUTLINE [illegible]	[illegible]
STUDENT PILOTS TRAINING PRIMER [illegible]	[illegible]
SIMPLIFIED THEORY OF FLIGHT [illegible]	[illegible]
PILOTS METEOROLOGY [illegible]	[illegible]
LYON COMPUTER [illegible]	[illegible]
SPEED TIME DISTANCE CALCULATOR	[illegible]
AIR NAVIGATION, Weems	[illegible]
INSTRUMENT FLYING, Weems & Zweng	[illegible]
RADIUS OF ACTION OF AIRCRAFT [illegible]	[illegible]
SIMPLIFIED CELESTIAL NAVIGATION, Weems & Lee	[illegible]
LINE OF POSITION BOOK, Weems	1.50
STAR ALTITUDE CURVES, Weems [illegible] Deg. Lat. Band	[illegible]
NAVIGATION NOTE BOOK & PLOTTER Weems	[illegible]
AIRCRAFT PLOTTER, MARK II	[illegible]
WARNER PLOTTER	[illegible]
[illegible]YNE STAR CHART with booklet	[illegible]
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or Winchester Cigarettes, or 1 lb. of Old Virginia pipe tobacco, or 1 lb. of Sweet Caporal cigarette tobacco (papers included).

$1.90 sends 1000 cigarettes

These prices apply to prisoners of war only.
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the most important FUEL In Edmonton

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EDMONTON'S GAS Company

Northwestern Utilities Limited

'Mounties' Possess Fine Record of Distinguished Service

Famed Riders of Plains Established to Preserve Law and Order in West

By STANLEY WILLIAMS
Bulletin Staff Writer

History of the Royal Canadian Mounted Police—the "Mounties"—dates back to 1873, the year the force was formed. It was organized as the Royal North West Mounted Police and its main duty was to [illegible]

A now-famous report made in 1871 by Lt. W. F. Butler of the 69th British regiment regarding conditions in the Canadian West said: "The whole region is without law, order or security for life or property. Robbery and murder for years have gone unpunished. Indian massacres unchecked even in the close vicinity of the Hudson's Bay company's posts; and all civil and legal institutions are entirely unknown."

[illegible]

ALL HELPED

[illegible]

FIRST DUTY

[illegible]

SERVED IN FRANCE

[illegible]

ARRIVES AT FORT

[illegible] detachment to [illegible]

[illegible]

CONTINUED TO EXPAND

The force continued to expand [illegible]

TICKLISH SITUATION

[illegible]

WARM TRIBUTE

[illegible]

Nature Provides Builders With Handy Material

[illegible] route of the highway. [illegible] to the builders of the Alaska Highway. Above is seen a line of trucks loading up with gravel at these "pits" along the road. A power shovel makes the loading a simple matter. This made-to-order building material was a big help.

Catalina Now Proving Hero Of Aleutians

Now that the battle of the [illegible] Consolidated PBY flying boat known as the Catalina. [illegible]

[illegible] of being the "truck-drivers" of naval aviation. With their big brothers, the Consolidated Marin[illegible]

The official figures on size and performance for the Catalina are a span of 104 feet, length, sixty-[illegible] of machine guns in nose, side blisters and tunnel hatch make it a reasonably formidable opponent in [illegible]

The Catalinas on patrol [illegible]

[illegible] a special communique recently [illegible]

[illegible] to break off [illegible] with the Japanese Zeros [illegible]

Inventors Galore Write the Navy

[illegible]

Alberta Figures Tell Real Story

[illegible]

Wing Officer Has Air Record Of 5,500 Hours

Squadron Leader J. F. Bythell, officer commanding the training wing at the Edmonton R.C.A.F. "M" depot, has seen a lot of the world by air. After transferring from the artillery to the Royal Flying Corps in France during the First Great War, he has been "up in the air" ever since.

[illegible]

Returning to the old world again [illegible]

He was one of the first R.C.A.F. officers to be assigned to duty on [illegible]

Aerial Surveyor

Squadron Leader J. F. Bythell, officer commanding training wing at No. 2 Edmonton "M" depot, R.C.A.F., who was a pilot in Canada's far north for many years before the present war. He also carried out aerial survey work in Labrador.

[illegible] ever-increasing market.

The horse population of Alberta [illegible]

[illegible]

Leather Industry Shows Expansion

Northern sections of Alberta, through the large horse population, are developing [illegible]

1867 1943

THE CANADIAN BANK OF COMMERCE

Serves

THE NORTH

In 1867 far-seeing political leaders merged the separate units of Canada into a Dominion.

In May of that year a group of Canadian business men, visualizing Canada's great commercial future, founded The Canadian Bank of Commerce "to seek the good of the country" and to develop Canadian commerce.

In following these policies The Canadian Bank of Commerce has pioneered North and South . . . East and West.

Now the North, with its vast potential wealth, has a great commercial future. The Canadian Bank of Commerce moved into this area long before the Alaska Highway was even projected. The Bank is proud to be actively associated with all engaged on the Highway and in the development of the North, to whom a complete banking service is available.

All branches equipped to handle remittance money to or from the United States.

THE CANADIAN BANK OF COMMERCE
1867 1943

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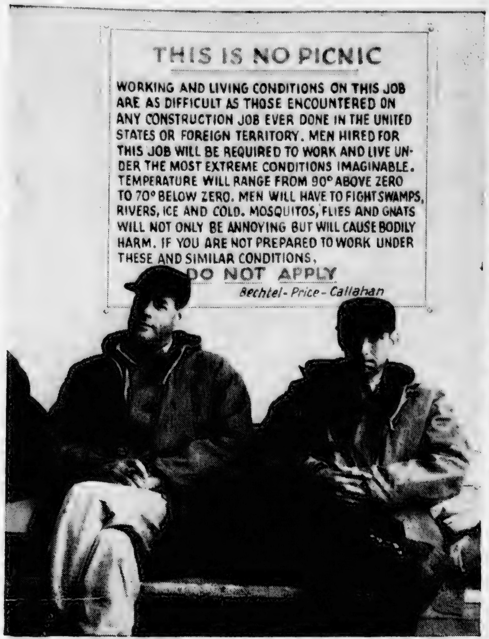
A. E. ARSCOTT, Executive Vice-President
S. M. WEDD, General Manager
B. P. ALLEY, Assistant General Manager in charge Western Branches
J. MORETON, Superintendent, Alberta Branches

BRANCHES AT:
[illegible]

United Nations' Soldiers and Canadian and American Civilians Keep 'Em Rolling on the "Road to Tokyo"—Alaska Highway



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WORKING AND LIVING CONDITIONS ON THIS JOB ARE AS DIFFICULT AS THOSE ENCOUNTERED ON ANY CONSTRUCTION JOB EVER DONE IN THE UNITED STATES OR FOREIGN TERRITORY. MEN HIRED FOR THIS JOB WILL BE REQUIRED TO WORK AND LIVE UNDER THE MOST EXTREME CONDITIONS IMAGINABLE. TEMPERATURE WILL RANGE FROM 90° ABOVE ZERO TO 70° BELOW ZERO. MEN WILL HAVE TO FIGHT SWAMPS, RIVERS, ICE AND COLD. MOSQUITOS, FLIES AND GNATS WILL NOT ONLY BE ANNOYING BUT WILL CAUSE BODILY HARM. IF YOU ARE NOT PREPARED TO WORK UNDER THESE AND SIMILAR CONDITIONS,

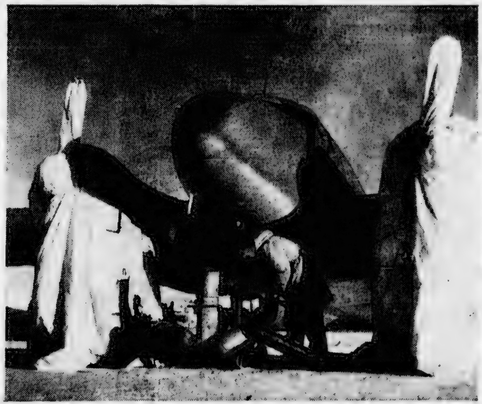
DO NOT APPLY

Bechtel-Price-Callahan

Eight months after work was begun, the Alaska Highway through Canada to Alaska is now open for traffic. Two Texans shown here waiting for jobs appear to be unconcerned about the "extreme conditions" described in the warning on wall.

Day and night truck convoys roll over 1600 miles of road with supplies for airports and bases. Upper photo shows supply column wheeling into refueling base. Below L. to R.—Louis Jacquot, wise in ways of north helped build highway; Corp. W. J. Ashbey, of U.S. Army goes to work on "cat" with giant spanner; Robert McCarroll and U.S. Army driver sport different models of Yukon fashions.

Regulation U.S. Army sleeping bag makes a snug bed for this negro trooper tired out after a day's work in cold and snow of northern part of the Alaska road.

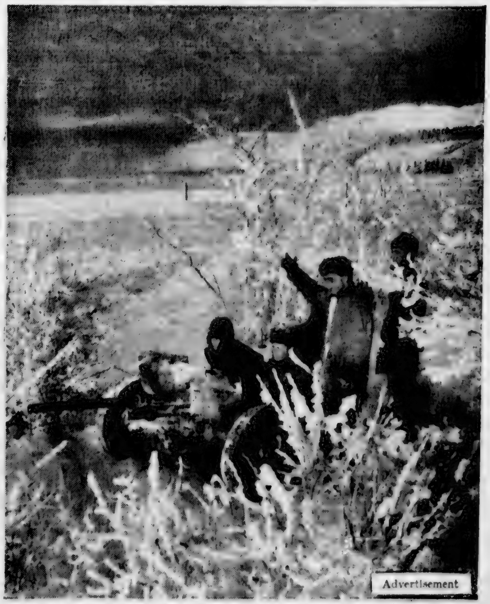


At one of fine series of Canadian-built airfields along Alaska highway tarpaulins cover the twin engines of a transport plane as hot air is pumped up to them before the take-off. Flying conditions are complicated by sub-zero weather.

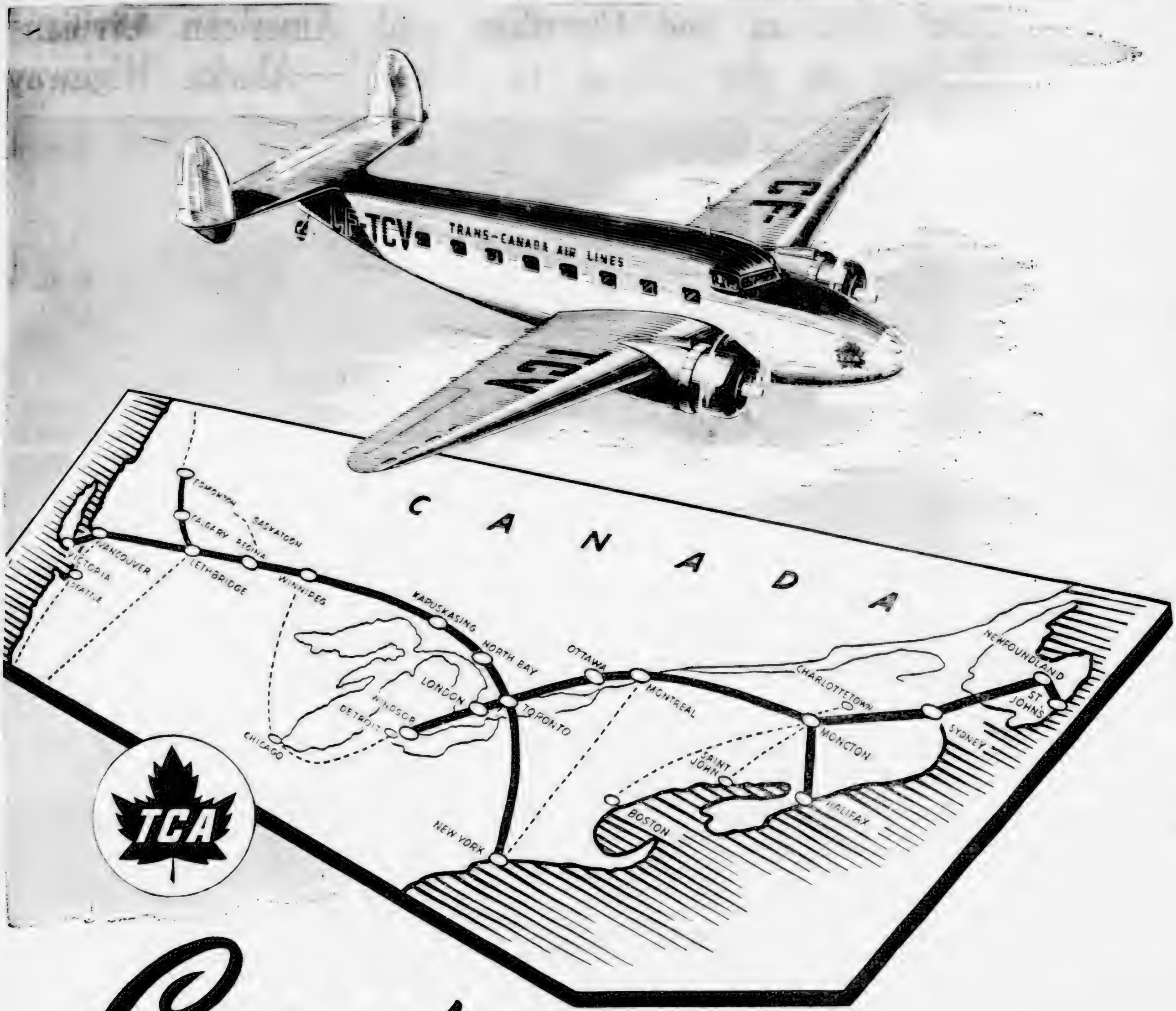
Two U.S. Army sergeants concentrate on their nightly game of cribbage after a day on the vital road through the wilderness. Two cans on the table hold beer, the first these soldiers have seen after long weeks in the lonely north.

The severe cold and heavy snow of Northern Canada forced modern engineers to use huskies to transport many goods from station to station. Dogs ready to mush are shown above. Below plane lands on Canadian-built airport strip.

Giant bulldozers like the one above were used on the Alaska highway to knock down trees to form a bed over the spongy muskeg of the northern bush country.



Anti-tank manoeuvres in the snow-laden bush along the Alaska highway are a matter of routine to the tough, trained soldiers who patrol our Arctic front line defence. Here men await the signal to fire their light artillery piece.



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IN WAR AS IN PEACE, T.C.A. IS AN ESSENTIAL ARM OF THE NATION'S TRANSPORT.

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After Office Hours Call Airport Passenger Office — [illegible]
For Air Express — Phone [illegible].

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TRANS-CANADA *Air Lines*

Air Mail · Passenger · Air Express

Trans-Canada Air Lines Answers New Need for Speed

President H. J. Symington Describes Swift Growth Of National Air System

By H. J. SYMINGTON, K.C.
President Trans-Canada Air Lines

Little more than three quarters of a century old, as a nation united and federated, the Dominion of Canada is one of the youngest countries of the world. It has a history extending over 400 years, but it was not until 1867, when Confederation wove the separate strands into one great fabric, that Canada, as the world knows it today, came into existence. In years, in vision and achievement, it belongs essentially to the modern era.

From the beginning, Canada's problem has been space. More than 3,000 miles wide, with an area of more than three and a half million miles—almost as large as the whole of Europe—it is not a country on the European plan; it is half a huge continent. Its early development was on the Atlantic seaboard and along the St. Lawrence River. The Great Lakes came into the picture and isolated settlements sprang up on the prairies and on the Pacific coast. For long years, the west and the north were known to few besides fur traders in their lonely outposts.

But with Confederation, and the building of the transcontinental railways which made possible the tides of immigration from Europe, the vast empty spaces began to fill up and Canada began to take shape not only as a prodigious geographical fact but as a nation and a giant among nations.

The first conquest of space was accomplished. The Pacific was joined to the Atlantic, the mountain barriers were bridged, the grain fields of the plains were tied to the industrial east; Canada became one. The day of the canoe and the wagon train was over. The speed of railways pulled the great Dominion together, helped to make it a compact economy.

But the world was to move faster yet. The world scarcely knew what speed was until the Wright brothers flew. Even then it could not foretell how completely geography and history would be changed by air transport in the next 40 years. Canada was interested in aviation from the outset. As early as 1909 J. A. D. McCurdy was making flights in the Silver Dart. In a few years Canadian airmen were bringing fame to their country in the First Great War. With the coming of peace, aviation began to make strides in Canada. It assisted in the development of the north beyond the reach of the railways, and soon the Dominion took first place in the world for freighting by air. Inter-city air mail services were in effect for a time and the federal government began laying out the Trans-Canada Airway.

To fly over it, linking city with city, the Trans-Canada Air Lines was created by Act of Parliament in April, 1937. Its stocks were held by the Canadian National Railways which furnished it, for the sake of convenience and economy, with several essential services.

EARLY ORGANIZATION

The first two years were devoted to organization, to training personnel and establishing ground facilities, with a limited service provided to the public, including daily flights between Vancouver and Seattle, which were discontinued by arrangement with the United States when T.C.A. began flying to New York in 1941. In the spring of 1939, aircraft, on regular schedules, began carrying passengers, air mail and express between Montreal and Vancouver and between Lethbridge, Calgary and Edmonton. The line was extended east to Moncton in November.

In 1940, Trans-Canada opened service between Toronto, London and Windsor, with connections for Chicago; a second daily flight went into effect across the continent and schedules were increased between Montreal, Ottawa and Toronto.

In 1941, transcontinental service was extended to Halifax and from Toronto to New York; and in 1942 Sydney, N.S., and St. John's, Newfoundland, were added. Extension to Victoria, B.C., has been approved by the Board of Transport Commissioners.

During this period, the T.C.A. erected hangars at Winnipeg, Lethbridge, Toronto, Montreal and Moncton and built, at Winnipeg, one of the most modern engineering and maintenance shops on the continent.

Beginning with a route 122 miles long, the T.C.A. lengthened to 4,857 miles. At the end of 1942, its 24 Lockheed twin-engined aircraft were flying 22,670 miles a day, or more than eight and a quarter million miles a year. Two round trips are made daily between Halifax and Vancouver; two between Moncton, Sydney and Newfoundland; three between Halifax and Moncton, and two between Lethbridge, Calgary and Edmonton.

The growth of traffic gives some indication of the value of the air line to the people of Canada. In five years air mail amounted to more than five and a half million pounds; air express to nearly 700,000 pounds, and passengers totalled 268,225. Growing from 367,734 pounds in 1938 to 2,308,812 pounds in 1942, air mail increased more than six times. Express volume multiplied nearly 50 times from 7,806 pounds in 1938 to 362,837 pounds in 1942. Passengers numbered 2,086 in 1938 and 106,236 in 1942, another increase of nearly 50 times.

NATIONAL SERVICE

In its short life-time, Trans-Canada Air Lines has become in the fullest sense the Dominion national air service. Before the war, T.C.A. had accelerated the tempo of Canadian business and social life. Days of travel were reduced to hours, the far-flung communities scattered across more than 3,000 miles became next-door neighbors. Essential in the life of the nation in a world moving more and more quickly, the air line became vital when Canada entered the war. Ministers of state and other government officials, executives, technicians, key men in war production and in the naval, military and air services, were able to go from place to place with the speed that the urgency of their missions demanded. Plans, specifications, instructions and other important documents flew across the country. With air express a matter of daily routine, production in the war plants need never lag waiting for the shipment of parts.

GAVE VALUABLE AID

Engaged in essential war duty as a swift messenger, the T.C.A. has at the same time given many of its staff to the armed forces, as pilots and observers, radio technicians, engineers and members of other services. The air line is also engaged in direct war activities. Air crews have assisted in the [illegible] and have ferried [illegible]. Flight [illegible] supplement the [illegible] British Overseas Airways Corporation in trans-Atlantic [illegible] and supervisory officers of the company have [illegible]. Radio coverage, dispatch and station service is [illegible] for the operations of the R.C.A.F. Communications Squadron. T.C.A. engineering and flight staffs have assisted the National Research Council and the R.C.A.F. in aeronautical research. Working 24 hours a day, the T.C.A. shops at Winnipeg overhaul and repair thousands of instruments for the Royal Air Force, the R.C.A.F. and the B.O.A.C. and the Commonwealth Air Training Plan. For the Department of Munitions and Supply, Trans-Canada operates an engine and propeller [illegible] at Winnipeg. Here T.C.A. [illegible] At Moncton [illegible]

[illegible]

HUGE EXPANSION

[illegible] stock-keepers and workers in the shops.

[illegible]

The T.C.A. has plans for a short [illegible] Winnipeg [illegible] the Yukon [illegible] the country is making [illegible] and international [illegible] Canada occupies an important [illegible] in the future of world aviation and the destiny of Canada's national air line is [illegible]

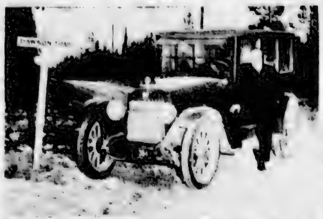
TCA President

H. J. Symington, K.C., president of Trans-Canada Air Lines, who tells the story of the company's amazing growth in an article written specially for The Edmonton Bulletin.

Veteran Airman

Capt. Vic Horner, war veteran and pioneer civil flier, who was prominent during the early days of aviation in and around Edmonton. Highlight of Horner's flying career was a mercy flight with Capt. W. R. "Wop" May, O.B.E., D.F.C., to Fort Vermilion, with serum during a threatened epidemic.

Historic Roads Cross



Above is shown the intersection of two famous roads. The storied Dawson Trail, which hordes of maddened gold-seekers travelled in 1898, crosses the modern Alaska Highway, just north of Whitehorse in the Yukon. Just a few miles away is Lake La Barge, where Sam Magee was said to have been cremated. Standing with his ancient jallopy in the above picture is Cam Smith, veteran northern river pilot, famed as the modern bard of the Yukon.

Air-Minded

Alderman Fred Mitchell, veteran Edmonton resident, who was one of the directors of the Yukon Southern Air Services Ltd., a company that pioneered commercial aviation between Edmonton and the Yukon.

Forest Resources Valuable Asset

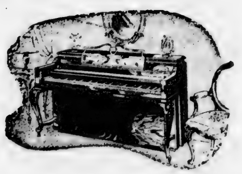
[illegible] northern section of the province, Alberta has a forest area of [illegible] square miles, [illegible] area [illegible] mater- [illegible] and other [illegible]

The total forest resources include [illegible] cubic feet with accessible forest resources aggregating [illegible] acres.

There are in Alberta 400 permanent sawmills and 300 portable sawmills.

The capital invested in sawmills [illegible] 275,000,000 board feet [illegible] The average number of employees is 6,500 a year with an annual payroll of $3,000,000.

A Proud Record . . .



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ON TO VICTORY WITH MUSIC

Heintzman's in Edmonton—Growing With Edmonton

HEINTZMAN & CO.

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Northward

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World traffic makes a detour with the opening of the Alaska highway. A new chapter in the history of world commerce is initiated. A vast domain takes on life and activity. New homes will be built for families who will develop its virgin resources. New towns and cities will rise up and flourish. And, as traffic goes, as Canada grows, so grows the circulation of The Star Weekly. In its first year of publication, "Canada's Illustrated Weekly" . . . The Star Weekly . . . founded in 1910, attained a circulation of 20,000. Today, more than 700,000 homes throughout Canada get The Star Weekly every week . . . more than twice as many as get any other Canadian publication. When you travel the Alaska highway The Star Weekly will come to you there . . . a publication of world scope . . . produced in Canada . . . for all Canada.

CANADA'S ILLUSTRATED WEEKLY

The STAR WEEKLY

THE PRICE REMAINS THE SAME 10¢ Everywhere

Alaska Highway Monument to Neighborly Co-Operation

Head of Canadian Legion Sees Canada, U.S. Ordained To Forever Work Together

By ALEX. WALKER

Of Calgary, Dominion President of the Canadian Legion, B.E.S.L.

Apart from its vital strategic importance in a war which has assumed global proportions, the great Alaska Highway [illegible] with the United States of America.

In a world divided by centuries of hate and mistrust, it is a grand and precious thing that two countries, destined by Providence to be neighbors, can live side by side in peace and understanding as [illegible] that there is between us a community of thought, ideal and purpose by which it is [illegible] that we shall forever work together, walk together and [illegible] together.

[illegible]

LAUDS ARRANGEMENT

[illegible]

[illegible] great outlets [illegible] mountains.

PLEASING COMRADESHIP

[illegible]

Praises Highway

Alex Walker, Calgary, Dominion president of the Canadian Legion, B.E.S.L., [illegible]

Disastrous Fire Delays Operations

[illegible]

Powerful Machines Claw Through Virgin Forests

Construction of the great Alaska Highway was another triumph of modern North American technology. The latest in power road-building equipment [illegible] as U.S. Army Engineer troops smashed through the 1,600-mile highway to Alaska [illegible] fastnesses of Northwestern Canada. So much machinery was used [illegible] became almost a simultaneous operation.

Cattle Population Is Valuable Asset

Livestock and poultry form one of the major industries of Alberta. The cattle population of the province totals 1,458,000 with a value of $78,612,000. Other leading branches [illegible] sheep and lambs 837,000 valued at [illegible]; swine 1,652,000 valued at $24,792,000; poultry 8,704,200 valued at $6,[illegible].

There are [illegible] packing plants in the province with an invested capital of [illegible] and annual production valued at $30,000,000. The average number of employees in the plants is [illegible] with an annual payroll of [illegible].

Much Coal Found Northern Alberta

In 1932, several coal claims were staked on the west side of Great Bear Lake. The seam outcrops in bluffs along the lake shore at intervals for one and one-half miles and is associated with sand and clay.

This coal ranks in chemical and physical character with Saskatchewan and Ontario lignites. In two places these lignite beds have been found to be 13 feet thick.

Outcrops also occur on the south side of Great Bear Lake, on the west bank of the Mackenzie near Norman and on Peel channel near Aklavik.

National Parks

Along the eastern border of Jasper National Park lies one of the finest big game hunting districts in the continent. All game in the national parks is protected and many animals become so tame [illegible] especially deer, elk, mountain sheep, goats and bear. However, visitors are warned that wild animals should never be fed. Never permit a bear to come within reach.

Salmon fishing ranks first among Alaskan industries [illegible]

[illegible] AT THE GATEWAY TO ALASKA [illegible] ON THE WORLD'S CROSS ROADS!
The Capital City of Opportunities.
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EDMONTON'S Real Estate [illegible] 1912
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[illegible]

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Cal Pickles' Men's Shop [illegible] Edmonton's most popular Men's Wear store. The management [illegible] in the future of this City as a metropolis of the West [illegible] growing with Edmonton.

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CAL PICKLES MANAGER
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WHOLESALE GROCERS
FRUITS and VEGETABLES
OVER 30 YEARS
Growing with Edmonton

FINEST SERVICE
LOWEST PRICES IN WEST

MANUFACTURERS OF
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Supplying Food Stuffs to the Great North and the Alaska [illegible]

SINCE 1906

GROWING with EDMONTON

37 YEARS OF
FRIENDLINESS

Since 1906 Henry, Graham and Reid has progressed with the growth of Edmonton and kept pace with the latest in home furnishings. The friendliness that was an important part of the founding of this establishment is an essential part of the firm today. Folks are [illegible] with Henry, Graham and Reid . . . where QUALITY FURNITURE and home furnishings in the smartest and most distinctive styles are presented . . . ALWAYS

Proud to be Part of Edmonton and the North

Henry, Graham & Reid
COMPLETE HOME FURNISHERS LTD.
9905 Jasper Ave. — Phones [illegible]

Place in the Midnight Sun

THE Alaska Highway is an enduring monument to the spirit of progress and good neighborliness that marks the relationship of Canada and the United States—a monument to an achievement that has commanded the admiration of all and won for both countries a permanent place in the Midnight Sun.

To the men who conceived and performed this miracle of engineering, we offer our earnest congratulations. Because of them we now possess a strategic and priceless weapon of war—and again because of them, the development of the Northland within the next few years may well surpass anything we can yet visualize.

THE HOUSE OF SEAGRAM

Northland Teems With Rich Historical Associations

First Explorations Made By European Navigators In Seventeenth Century

By STAN WILLIAMS
Edmonton Bulletin Staff Writer

It is generally believed that the western portion of the North West Territories was first reached by Europeans early in the 17th century. In 1611, Henry Hudson had discovered Hudson Bay, and it was believed at that time that this large [illegible] was the long-sought "North West Passage."

Three explorers, Capt. Thomas Button in 1612, Capt. Luke Foxe in 1631 and Capt. Christopher Middleton in 1742, probed the western area of Hudson Bay, searching for the opening to the western seas. None of these expeditions proved successful although all contributed much to the geographic knowledge of Hudson Bay itself.

[illegible]

MOUTH OF COPPERMINE

[illegible]

NINE TRIBES

[illegible]

ON RIVER BANKS

[illegible]

PARTY GOES WEST

[illegible]

LAST VOYAGE

[illegible]

PIONEER COMPANIES

[illegible]

APPOINT GOVERNOR

In 1875, under provision of the North West Territories Act, [illegible] Regina.

[illegible] made a separate territory in 1898.

DEMAND ARISES

[illegible]

North Planner

Charles H. Grant, K.C., Edmonton barrister, [illegible]

Public Relations

Captain Freeman C. Bishop, public relations officer at headquarters of the Northwest Service Command, Whitehorse. Capt. Bishop was a newspaper writer before joining the U.S. Army. He last worked with the News-Journal Co., publishers of a morning and evening daily paper at Wilmington, Delaware.

Dinosaur Means Terrible Lizard

[illegible]

Canoe Trips

[illegible]

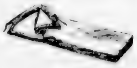
Good Hunting Alberta Lure

[illegible]

Zam-Buk
Will Soothe and Heal THAT FOOT TROUBLE
Use ZAM-BUK EVERY NIGHT

ONE OF EDMONTON'S OLDEST INSTITUTIONS

NORTHERNERS . . .



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NEW METHOD
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To Speed the Day

IT will take all the qualities we can muster to bring complete success to our arms . . . brilliant strategy and heroic deeds on the fighting front, skilled planning and persistent toil in field and factory, useful work and patient waiting in the home.

On the industrial front, one of the most vital yet unspectacular ingredients of victory is high-proof alcohol. Upon this indispensable product depend our planes and trucks for their shatterproof windshields, our vehicles for their synthetic rubber tires, our shells and bombs for their high explosives, our field hospitals for their medicines and drugs—these and a formidable list of other wartime necessities depend upon high-proof alcohol.

Our entire plant is given over to the production of alcohol for war. We are proud thus to be doing our part to hasten the day when "he" comes marching home again, to gratify the dearest wish of those he has left behind.

UDL

UNITED DISTILLERS LIMITED, INDUSTRIAL ALCOHOL DIVISION · VANCOUVER, CANADA

Pioneer Spirit Imbued Builders of Alaska Highway

Bitter Cold, Heat, Insects Failed to Daunt Troops On Stupendous Project

By CAPT. FREEMAN C. BISHOP
Public Relations Officer, Northwest Service Command

Starting off at Dawson Creek, the Alaska Military Highway stretches its sinuous length mainly along river beds, holding as much as possible to the higher ground along these streams to avoid sometimes bottomless marsh-land for 1,637 miles north by northwest into Fairbanks, Alaska, [illegible] mountain areas where peaks rise in sheer, breathless majesty to more than 19,000 feet in the St. Elias Range near the Alaskan-Canadian [illegible].

However, the U. S. Engineers kept the mean level of road construction well below 4,000 feet because above that snow conditions generally make it impossible to operate traffic in the wintertime, and [illegible] is weather where temperatures last winter dropped to as low as 60 degrees below zero and it stays good and cold five to six months annually.

Of course [illegible] after the thermometer started to [illegible] at 40 below. These extreme [illegible] temperatures rarely last for more than a few days, fortunately [illegible] all of us, as it is physically impossible to keep more than slightly warm when Old Man Winter gets that rugged.

Practically all of the country through which this road was built [illegible] ped and for hundreds of miles there were no residents at all. The [illegible]

[illegible]

LUXURIES ABSENT

In those perilous days of hazardous hard work [illegible] there were few of the luxuries coming through to these soldiers fighting a battle against [illegible]

First there was the great drive to get supplies and equipment in to the various concentration points from which crews could work in two directions breaking trail, bulldozing a pioneer route and grading some kind of roadbed all in one [illegible] of 1942.

[illegible]

Service With Smiles Features Northern Air Travel

When you travel on an airplane to the vast northland, you may enjoy most of the comforts of home. You may well imagine yourself sitting in the Coffee Shop of the Hudson's Bay Company store in this city as you partake of light refreshment. In the above picture is shown a Hudson's Bay Company delivery truck, from which the smiling driver has taken several boxes of sandwiches, and is about to hand them to attractive Miss Ethel Hailes, stewardess on a Canadian Pacific Air Lines plane, who is standing on the steps leading into the plane.

[illegible] more difficult places to live. But [illegible]

[illegible] road.

By the time [illegible] been completed. [illegible] backs here and there that were [illegible] quietly grind a bridge to bits overnight, but the roadbed was there and, as winter and snow arrived, the trucks could roll for supplies.

This summer-fall drive left the men spent and the winter's rigors, most bitter in 40 years, presented new hardships and more problems to be solved by these hardy veterans of pioneering.

In a [illegible] American [illegible]

[illegible] to supplement their intelligence.

The pioneer road was constructed [illegible]

MAPS OFTEN WRONG

[illegible] completely wrong, the drivers of caterpillar tractors used the blades of bulldozers to battle down trees and push aside obstructions through the primitive forest to make the first trail.

As often as not, in those days, an officer would stand on the top of the caterpillar tractor holding a compass in his hand to direct the driver in the general direction where the surveyors were reasonably sure [illegible] the most available route.

[illegible] and the [illegible]

At one time in those early days, the caterpillars, "cats," were bogged down badly for lack of gasoline and trucks were in the mire so deeply nothing could get through. So officers and enlisted men started the four mile hike to the front cats with five-gallon tins of gas on their backs.

And these were no highly trained engineer troops; there were just run-of-the-mill men from Arkansas and Alabama and California and New York and Wisconsin and Montana and Delaware and anywhere in the United States.

[illegible] and for that matter all this past winter when weather permitted, crews of men operating from established camps all along the highway, improved and maintained the road to Alaska, first land route of its kind in history.

During this summer and fall with maintenance and continued improvement of the highway, it is expected [illegible]

[illegible]

HAVE RELAY STATIONS

[illegible]

It is expected that the highway will open [illegible] country, but that is a problem to be handled by Canada after the war is over when all U.S. troops and civilian employees will be withdrawn, except, of course, for the Alaskan end of the road. However [illegible] segment of the road [illegible] miles is in Alaska.

[illegible] and improvement of the highway are being done by civilian employees of large contracting firms [illegible] be replaced by [illegible] workers who [illegible] on this military [illegible]

[illegible]

Then, too, these bridge changes are necessary because these are strange waters in these rivers with glaciers for bottoms and glaciers for their headwaters—in many cases they freeze from the bottom up, and the top water running free is pushed wider and wider until instead of a stream bed of ice and a bridge across it you have a plain full of ice that twists and churns until the piling is gone and in many cases your bridge has been swallowed by the ice formed from the capri- [illegible]

Game Is Plentiful In This Province

[illegible] hunted.

Big horned sheep: the most sought after trophy, found in various localities from Waterton Lakes Park to within 100 miles of Peace River in the north.

Mountain goat: Has a wider [illegible]

[illegible]

[illegible] limited number of licenses on [illegible] only older bulls with 10 points or over may be taken.

[illegible]

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YOUR CAR
Last
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Here's
the Way to
Prolong Your Car's
Useful Life

[illegible] 50%.

(1) [illegible] starts and sudden [illegible]

(2) [illegible] competent mechanics.

(3) [illegible] complete [illegible] days ahead.

(4) [illegible]

Automobiles Need Not Wear Out!

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E
S
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[illegible]

FOR RATES AND SAILING DATES
[illegible]

Northern Transportation
COMPANY LIMITED
Magee Bldg., Edmonton Phone 26340

SASKATCHEWAN'S
MINERAL PROGRESS

For upwards of a quarter of a century the Province of Saskatchewan has merited the reputation of being one of the greatest grain-producing areas of North America. Mineral production, however, is now meriting and receiving a fair share in the public interest.

The mineral industry of Saskatchewan made very noticeable progress during the calendar year 1942, advancing to $19,613,351, four millions over the value of production in 1941.

Gold production in the fiscal year 1941-42, amounted to $5,355,648 compared with $1,746,676 in 1938-39. In the same period coal production increased by almost 300,000 tons.

The total value of all metals other than gold doubled during the period of 1939-42; in 1938-39 the value was $3,232,713, in 1941-42 it advanced to $6,258,882. Sodium sulphate advanced from a little over half a million to $1,120,390.

During the past two or three years an extensive and highly scientific investigation of possible oil and natural gas structures has been in progress. Over one million dollars has been expended in these surveys, and now (1943) numerous deep-test wells are being drilled, with definite approved programmes for others to be drilled this summer.

Department of Natural Resources
REGINA, SASK.
HON. W. F. KERR, Minister.
J. R. HILL, Deputy

Air Minister Stresses North Route Strategic Value

Alaska Highway, Northwest Staging Route Playing Vital Part in North Pacific War

By THE HONORABLE C. G. POWER
Minister of National Defence for Air
Written Exclusively for The Edmonton Bulletin.

The mounting tempo of the aerial attacks which the R.C.A.F. and the U.S. air forces are making jointly against Japanese-held bases in the Aleutians is evidence of the vital role which the Alaska highway is playing in our plan to blast the invaders from their foothold in the Bering Sea. Night and day fleets of trucks have rumbled their way north over this road with the fuel and bombs required for a large-scale offensive.

Air Minister

Hon. C. G. Power [illegible] Canadian [illegible] forces in the defence of Alaska and the northwest area.

To the air forces of Canada and the U.S. the Alaska Highway is more than a military highway. It's an artery to victory, the "Road to Tokyo." It is the land link with the chain of airports which brings Alaska within five hours flying time of the Canada-U.S. border. Both have important parts to play in the wholesale delivery of aircraft to Alaska. The system of R.C.A.F. airports, known as the "Northwest Staging Route," brings the aircraft. The highway brings supplies required for their efficient and full-time operation.

[illegible]

SAFER, SHORTER ROUTE

This chain of Yukon airfields not only reduces the distance between west and east—it is 3,000 miles less from Winnipeg to Shanghai than [illegible]

This land and air route sheltered by the lofty peaks of the Rockies and following closely the "Great Circles" air route, provides bases from 250 to 300 miles apart, a nice comfortable jump for fighter planes. Long, well-surfaced runways accommodate the bombers and transport planes.

Along the rugged Pacific Coast route, it would have been impossible to build bases at intervals close enough for short range fighters. The coastal fog belt would have kept long-range bombers on the ground for days at a time.

The R.C.A.F. has been connected closely with the air route from the pioneer days of its development and is keenly interested in the completion of the highway.

Since last fall, the R.C.A.F. has handled the administration of all airports on the Canadian portion of the air route to Alaska and Canadian airmen last winter kept the airports in shape for the use of both Canadian and U.S. aircraft flying to Alaska.

As soon as the highway was completed, the R.C.A.F. organized its own convoy system to transport supplies rapidly to bases in the far north. Each convoy is virtually a self-contained unit, carrying its own medical officer, mobile hospital, repair trucks, messing trucks, camping equipment, tractors, fuel trucks, and in winter its own snowploughs.

CO-OPERATION IN AIR

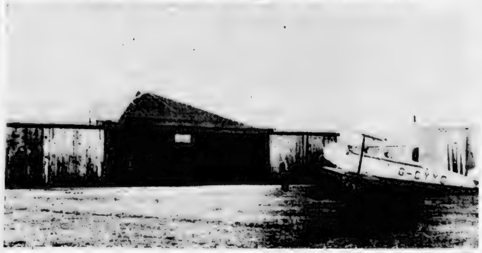
The same spirit of co-operation which created the Alaska Highway and inspired the airway has united the R.C.A.F. and the aerial forces of the United States in an operational sense. Wing to wing, the [illegible] of Alaska and the northern Pacific in a common [illegible].

Together they have struck the first blows in retaliation against the invaders from the east. Together, they will continue to deliver blows which will grow heavier and heavier as supplies flow in ever-increasing volume to our far northern bases.

At the height of the crisis in the Pacific [illegible] of the R.C.A.F. [illegible]

The Royal Canadian Air Force operates under U.S. command in Northwestern Alaska and the Aleutians, but each force retains its identity and cherished traditions. Canadian airmen are high in their praise of the readiness with which their U.S. comrades share equipment, quarters and comforts. For example, all recreational facilities provided by U.S. service organizations for their own troops are available to Canadian airmen in the far north, whether they are stationed at the larger bases living under canvas out on the tundras or at operational stations out on the islands.

First Edmonton Hangar Was Primitive



—Photo by Alfred Blyth Studios.

When a person looks upon the maze of ultra-modern buildings at Edmonton's busy airport it seems hard to believe that this has all been a development of the past 20 years or so. But aviation is the real infant of all industries, although it is a very lusty infant. Above is a picture of the first hangar in Edmonton, which was in reality a converted barn. The cows moved out and the plane moved in. Such a building would stand little show in housing a Flying Fortress, or even a P-38.

Navy Transports 2,500 Airplanes

Disclosure that more than 2,500 fighting planes also have been transported to the world's war-fronts by aircraft carriers of the U.S. Navy added another chapter to the story of mass delivery of U.S.-built planes.

These facts also began to knit together a better answer to the question, "Where is the vast output of American planes going?" a question which has been much shrouded in military censorship and has had the public speculating and wondering.

The War Dept. said that long range ocean flights by the single seater fighters are made possible by the use of streamlined laminar flow releasable tanks hung from special fittings under the wings described and pictured in May 1 issue of American Aviation.

The Tanana river in Alaska is navigable for about 225 miles to the mouth of the Chena and above the mouth of the Chena it again becomes navigable for more than 250 miles, including its principal upper tributary, the Nenana.

First Air Mail Flown to Yukon Summer of 1937

The first air mail flight to the Yukon left Edmonton on July 5, 1937 in a Ford tri-motor airplane piloted by Grant McConachie and Ted Field. The plane carried a few pounds of mail addressed to residents of Whitehorse and the trip was accomplished in something more than 17 hours.

Bucking headwinds and flying over virgin country with no navigation aids these intrepid young airmen blazed the trail for what is now one of the most important air mail routes on the continent.

Established on a monthly basis the service was steadily bettered until now, less than six years later, it operates daily, carrying 800 pounds of mail per flight. A great percentage of this mail is destined for the defence project now being developed in Canada's northwest and in Alaska.

Mail leaving now over this route is in Fairbanks 12 hours after leaving Edmonton airport.

Credit for the greatly stepped-up service on mail to the northwest may be in part given directly to Canada's department of transport. Several years ago the department foresaw the importance of this air route and established modern air bases, completed, equipped with navigation aids, between Edmonton and Alaska. The use of wheel equipment, supplanting float equipment, allowed planes to travel at greater speeds and to carry greater loads. The fields established by the department are now the key points along the Alaska Highway and are important factors in the great defensive arch being built by military authorities of Canada and the United States.

Grain Crops Are Valuable Resource Here

Grain crops form a vital and great part of Alberta's natural resources. Wheat tops the list with an average annual yield of 185,000,000 bushels with a value of $118,400,000. The oats crop averages 178,000,000 bushels valued at $56,960,000. The barley crop averages 77,000,000 bushels valued at $32,340,000.

The annual rye crop averages 4,634,000 valued at $1,768,520. Mixed grains yield annually a total of 2,774,000 bushels valued at $943,160 with peas yielding 288,000 bushels valued at $576,000 and beans yielding 27,600 bushels valued at $49,680.

There are in Alberta 95 flour and feed mills with invested capital amounting to $7,000,000.

Annual flour production is 2,500,000 barrels. Annual production of feed is 100,000 tons. The average number of employees is 800 and the annual payroll $900,000.

There are 180 bakeries with invested capital totalling $2,500,000 and annual production valued at $4,000,000. The average number of employees is 1,000 and the annual payroll $1,[illegible].

There are 25 feed [illegible] stock and poultry [illegible] in the province. The capital invested totals $500,000 and the average value of annual production is $750,000. The average number of employees is 120 and the annual payroll is $120,000.

Grow Fine Crops Yukon Territory

[illegible]

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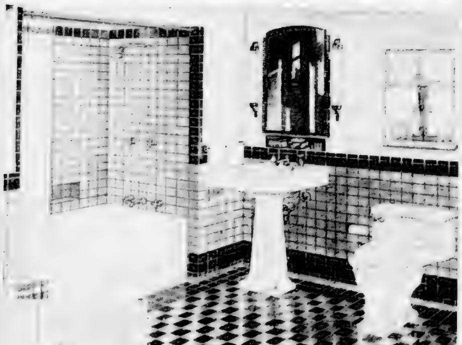

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Massey-Harris Implements and Service Help Farmers Open Up Great Peace River District

Canadian agriculture is still pioneering. "New Country" is a challenge to the farmer—a challenge readily met by men of stamina and resourcefulness who see not the hardships of the present but rather the vision of the future.

In bringing into production the great and fertile acreage of the Peace River District farmers have again thrust forward the boundaries of civilization and progress.

For nearly a hundred years, Massey-Harris has been helping the farmers of Canada in their pioneering. Pioneering with the settler in breaking new country—pioneering, too, in developing new types of equipment that will help farmers do their work easier, quicker and cheaper. In making equipment and service readily and early available for the men who first saw the possibilities of the Peace River District, Massey-Harris maintained its tradition of first on the frontiers with the vanguard of progress.

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U.S. Army Prominent in Pioneer Construction Tasks

Use of Soldiers to Build Great Highway to Alaska Has Historic Precedents

By COLONEL K. B. BUSH
Chief of Staff, Northwest Service Command

The history of the United States Army is enriched by a number of achievements cast in the same heroic mold as the construction of the Alaska Military Highway.

Frequently our friends of Canada ask if it was not unusual to use troops for so essentially a pioneering task as the blazing through of this 1,630 mile land link with Alaska. The answer is, "No". The participation of soldiers in this job was very much in the best American tradition.

Many of the great frontier undertakings in the annals of the United States have been accomplished by the nation's soldiers. The successful completion of these exploits required the same physical stamina, the same knowledge of the wilderness, the same courage and loyalty and ingenuity which characterized the building of the Alaska highway.

The most important exploration in American history was that of Lewis and Clark. These frontiersmen and their followers mapped half a continent and extended the dominion of the Stars and Stripes to the Pacific Ocean.

Meriwether Lewis was a captain in the United States army, William Clark a lieutenant. All their men held various army ranks. They were soldiers, just as were the men who constructed the highway from Dawson Creek to Fairbanks.

SURVEYED RAILROADS

The surveys for the first transcontinental railroads were undertaken by the Corps of Army Engineers. The Pacific Railroad surveys located the routes across the Rocky Mountains; they were an essential precedent of east-and-west transportation.

In the blazing heat of summer, in winter's icy grip and under the constant threat of Indian arrows, army engineers with rod and transit sighted the passes over the continental divide.

It was a job done so well that most of those passes are still in use today, vital thoroughfares to victory in a war of global dimensions. Yet it was a job which called for heroic sacrifice. Captain J. W. Gunnison and his company were massacred by Ute hostiles while surveying passes where now the trains of the Union Pacific ascend the mountains.

The army was a mighty influence in settling the entire American frontier. Kit Carson scouted for blue-coated cavalry columns. Phil Sheridan and U. S. Grant served their military apprenticeship in the western wilderness. Fremont was in the army and so was Captain Benjamin L. E. Bonneville.

The current choice of the United States Book-of-the-Month Club, Bernard De Voto's "Year of Decision," tells of how Colonel Kearney and his Missouri Volunteers opened up the vast southwest from Fort Leavenworth to he gaunt hills of Mexico. The first telegraph line to the southwestern deserts was strung by army engineers—indeed, these men were led by Colonel C. S. Bulkley, who later headed the Telegraph Trail expedition that was the remote forerunner of the Alaskan highway.

Even in more modern times this pioneering strain has been a persistent thread in the fabric of army activities. Army engineers constructed the Panama Canal. They supervised the building of the Washington Monument and the Arlington Memorial. And within the past decade army engineers under Major General T. M. Robins had charge of the erection of the Bonneville Dam across the Columbia River and of many other navigation and hydroelectric enterprises.

A former American Secretary of War, John W. Weeks, once delivered a speech entitled "Other Things Besides Fight". His speech was not to belittle the army's stirring achievements in combat, but to detail all the other undertakings incidental to successful and victorious fighting.

The wilderness of the North American continent has always been a singularly auspicious field of operations for the officers and men of the United States Army. The early completion of the Alaska Military Highway annotates this fact. The building of this historic road was as much a wilderness adventure as the Lewis and Clark expedition of the Pacific Railroad surveys.

In fact, Inspector William Grennon of the Royal Canadian Mounted Police said to Brigadier General J. A. O'Connor, commanding the Northwest Service Command: "You have explored as well as built."

No one crosses our continent today without paying a tribute in the dim recesses of his mind to the men who showed the way on foot, horseback and in rude canoes. The people who after the war will drive in their cars from Dawson Creek to Alaska owe the same mental salute to the soldiers who constructed the Alaska Highway. Those soldiers were true trail-blazers.

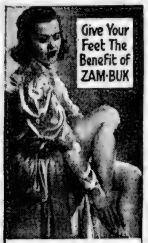
They slept on the ground. Often the northern sky, rippled by the Aurora Borealis, was their only roof. Weeks went by without mail from home. Their food came out of cans, to be augmented by an occasional moose or mountain sheep brought down by a sharpshooter's chance shot. Laundries, mattresses, hot and cold water—these conveniences were unknown to the men who built the road. Many of these men came straight from the cities and metropolises of our continent to this primeval backwoods existence.

HARDSHIPS VANISH

And they built the highway. Today those harships have largely vanished along the road at regular intervals. The special services section of the Northwest Service Command has set up a movie circuit, extending from Dawson Creek to Fairbanks.

The Army Postal Service rushes in mail by air. Fresh meat, butter and eggs are served regularly. All these advances are owed, either directly or indirectly, to the soldiers who did the pioneering.

These frontiersmen of 1942—frontiersmen in khaki, if you please—included both white and colored soldiers. They included men from every station in life, from many religions, from countless communities and countrysides. Some day their successors in the American army will look back upon their achievement with the same pride that we take in the great trek of Lewis and Clark. The successful conquest of the Canadian and Alaskan upland fastnesses by American soldiers is destined to form a proud chapter in the history of the United States army.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Pioneering, Army Specialty

Tackling the stupendous job of making a good road through 1,630 miles of forest, rock and muskeg didn't worry army engineers greatly. The army has always been to the fore where rugged pioneering was called for. Col. K. B. Bush, shown at his desk above, states in the accompanying article, written specially for The Bulletin's Alaska Highway and Air Progress edition, that exploration has always been an outstanding feature of the U.S. Army's history. Col. Bush is chief of staff for the Northwest Service Command, U.S. Army Engineers, of which Brig.-Gen. James A. O'Connor is commanding officer.

Landing Gear Must "Take It" In North Flying

That flying conditions in Northern Canada have been costly for maintenance of aircraft, is a truth which has been known only too well to Canadian bush operators for many a year. This has been caused by lack of good landing facilities on ice and snow with resulting damage to aircraft, particularly landing gear.

Winter conditions and temperatures have also had much to do with the improper working of moving parts of landing gear, and the failure of parts to function when required has caused not only damage but risk of injury to fliers as well.

MAKE EXPERIMENTS

In the winter of 1936-37, M. & C. Aviation Company, at Prince Albert, Sask., carried out a number of experiments in the use of a type of pneumatic shock absorbing ski pedestal. This consisted of the use of a rubber bag, inflated by air, and contained in a metal housing mounted on the ski, plant officials explained.

As the aircraft equipped with this device came in contact with the landing surface, the weight of the aircraft was borne on this rubber bag which was permitted to expand to the limit of the housing, and thus take up the shock and jar of landing. Different sizes of pneumatic bags were constructed to accommodate the various sizes and weights of aircraft.

—V—

Golf Popular

From all over the world have come leading golfers to match their skill on the tricky courses at Banff and Jasper. But good, bad or indifferent on the drive, the approach or the putt, you will find a new challenge on the well-kept fairways and greens of these sporty links. Splendid courses are also located at Waterton, Calgary and Edmonton.

Volume of TCA Traffic Here Grows Steadily

By D'ARCY S. McLEOD,
Edmonton Traffic Manager TCA

It has been interesting to watch the consistent growth in volume of traffic and importance in connection with the war effort, of the Lethbridge-Edmonton route of Trans-Canada Air Lines. This route is only 301 miles long, but since it was inaugurated in 1938 to carry air mail and air express in connection with the daily service between Vancouver and Montreal, it has proved itself to be one of the most important links of TCA's transcontinental service.

On [illegible] TCA [illegible]ated passenger service of one trip daily each way from Montreal to Vancouver, and two trips daily between Lethbridge, Calgary and Edmonton. This placed eastern points of both the United States and Canada within from 14 to 18 hours travel time of Edmonton, and Canada's west coast a matter of five hours. This service has played a very important part in speeding communications—air mail, air express and passengers—that have so closely connected the work on the Alaska Highway and the great development north of Edmonton with headquarters in eastern, southern and western United States and Canada.

SAW IMPORTANCE

TCA [illegible] the important position Edmonton and [illegible] and northwest would some day play in the scheme of international air routes. An inkling of the future relationship of Edmonton and TCA is contained in the airline's annual report tabled in the House of Commons a few weeks ago. A dotted line on the map in this report indicates a projected route from Toronto to Edmonton crossing the Great Lakes. With the present service between Toronto and the U.S. metropolis of New York, the line is straight from New York to Edmonton. Beyond Edmonton, a dotted line points to the Yukon, Alaska and Asia.

The shorter route across the Great Lakes and the prairies may have to wait until after the war when TCA can acquire multi-engine equipment. International services, such as that to Alaska, are in abeyance until victory has been achieved.

Late in 1939, the transcontinental schedule was extended from Montreal to Moncton, N.B. The smaller aircraft—Lockheed Electras, were sold, and six new Lockheed 14's were acquired, standardizing all equipment and bringing the fleet up to 15.

Early in 1940, air mail and passenger service was in operation. The second flight daily was inaugurated on the transcontinental route, and another daily trip was added between Toronto, Ottawa and Montreal. In August, passenger service was established between Toronto, London and Windsor, and six new Lockheed Lodestars were purchased

EXTEND SERVICE

[illegible] Halifax in A[illegible] New York [illegible] brought New York [illegible] flying hours of Edmonton

Officials of the City of Edmonton are to be commended on the foresight they showed in [illegible] Blatchford Field, and the [illegible] for handling passengers, [illegible] in the building late [illegible] new Administration Building. TCA is now able to offer facilities for handling passengers arriving and leaving Edmonton, that are second to none in Canada, and compare very favorably with those of United States points.

—V—

Agriculture Gains Production Value

Gross value of Alberta agriculture products in 1942 was estimated at $364,166,000, the highest value recorded in the province's history. Previous record year was 1927, and the 1942 figure topped it by some $24,000,000.

Grain crops for 1942 were valued at $215,000,000, compared with $83,000,000 in 1941, an increase of $132,000,000. Total yield of wheat was the second largest on record and other grains' production topped previous provincial records.

Traffic Manager

D'Arcy S. McLeod, city traffic manager for Trans-Canada Air Lines in Edmonton, who states the volume of traffic has risen to new heights because of the Alaska Highway and other war projects.

Says Airplane Will Preserve World Peace

The development of a world air transportation system would introduce into world affairs "with original and telling force the fundamental material factor which has operated nationally to produce social understanding, economic wealth and unity," L. Welch Pogue, chairman of the Civil Aeronautics Board, told the Federal Bar Association of Washington, D.C., on March 18.

"For the first time in history," he said, "it will be possible [illegible] which the people of the world [illegible] to that mutual understanding and tolerance of the lives and habits of their neighbors which will contribute mightily towards enduring peace.

"In the enlightened use of the airplane for the development of economic wealth and social understanding rests the future peace and happiness of the world."

"The hundreds of thousands of planes which we have [illegible] centration of engineering and tech[illegible] will result in advancing the art of [illegible] it may be less, but the advance has truly been [illegible] system in recent years air trans[illegible] important factor in this [illegible]

The airplane economically and [illegible] of destruction the world has ever [illegible] must the peace be [illegible]

Colorful Life Is Background Of A. J. Dimond

[illegible] Anthony J. Dimond, [illegible] the letter by Lieutenant Neuberger on the [illegible] of the Alaskan Highway was addressed, is one of the most colorful and outstanding figures in the Territory of Alaska. For 14 years he has been Alaska's spokesman and representative in the United States Congress. Dimond, 62 years old, is tall and rangy. He came to Alaska 40 years ago to prospect for gold. An accident to his leg forced him into the comparatively inactive pursuits of law and school teaching.

After he entered politics in 1920 he rapidly became Alaska's [illegible] public servant. In the last two elections he [illegible] delegate without opposition. Dimond is a Democrat and a Catholic. He is one of the pioneer advocates of the Alaska Highway. It is believed that he will come to Edmonton this summer, heading a congressional committee which expects to drive over the famous road all the distance from Dawson Creek to Fairbanks.

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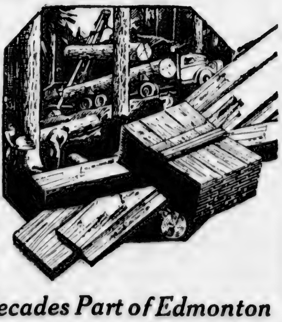
The number that supplies Edmonton and District with all kinds of lumber . . . for home improvement . . . for new homes . . . for fine new buildings and even for odds and ends about the home . . . is the ARMITAGE-McBAIN LUMBER NUMBER.
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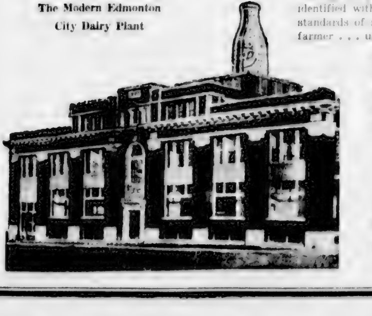
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Fun Provided For Soldiers By Red Cross

By BOB SMITH
Recreation Supervisor, American Red Cross

Life on the Alaska Highway is rugged. Much has been published describing the miraculous construction of the road under almost impossible conditions. All of this is true. No honors too high can be given to the soldiers who pushed it through. But there is some time for fun. Not much but a little. The Red Cross there as elsewhere, is doing all it can to make life a bit more like home for the soldier.

A typical American Red Cross club is that at Dawson Creek. With the consent and help of the Army, a wooden building, 130 ft. long and 20 ft. wide was constructed. Modern furniture was brought in and a reading and writing room furnished complete with books, magazines, paper and envelopes, and a radio. In the other wing of the building a stage was built and benches were made to furnish a "Little Theatre". Table tennis, dart games, checkers, chess and other popular games were made available.

Without question the most popular activity sponsored by the Red Cross was the weekly dance for the soldiers. Music was furnished at first by a "juke box" and later by a very good orchestra composed of soldiers on the post.

THE RESCUE SQUAD

The shortage of girls was a serious drawback at first but an enterprising Red Cross girl solved the problem by organizing a Volunteer Cadette Corps to furnish partners for the soldiers at all dances. Members of the Corps came from nearby towns and from the offices of civilian construction companies. In addition to attending the dances the girls serve doughnuts and coffee in the snack bar which is open every day.

Recent addition of a craft room with woodworking equipment and an addition to the reading lounge increases the facilities for recreation in the [illegible]

GOOD SUBSTITUTES

At posts further north where there are no girls, the activities for recreation are naturally limited. As a substitute for feminine pulchritude the soldiers stationed there are able to view some of the most beautiful scenery and the most gorgeous skies in the world.

As at all other Red Cross stations an experienced man is available to help any and all soldiers with welfare problems. Problems range from the loaning of money for emergencies to the securing of information regarding the health of a family back home.

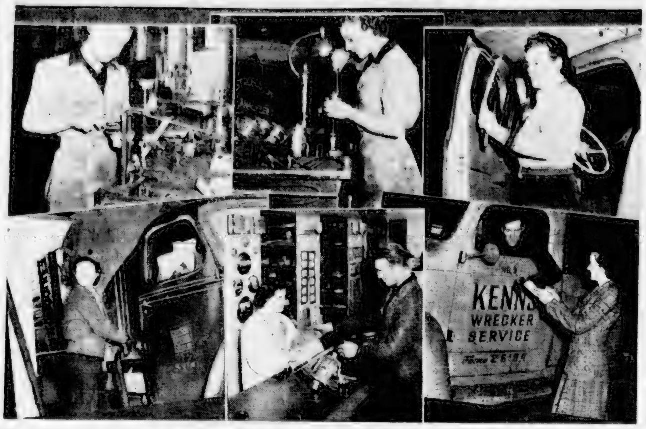
In order to better serve the many soldiers "up North" who have been too busy working to have time for recreation the Red Cross has on the way many new recreation workers with the emphasis placed on [illegible] females. Maybe soon we'll be able to bring a dance up to the bush section. We hope so.

—V—

Mountain Roads Full of Beauty On Whole Route

Every curve and turn on the modern highway between Banff and Jasper brings into view a different vista of mountain magnificence. You will want to stop, get out of your car, linger at each scenic viewpoint, take pictures and listen to the waterfalls, the birds and the wind in the trees [illegible] letting no [illegible] of nature escape your notice. Among the flower-strewn [illegible] may see all manner of denizens of the forest, from the frisky little chipmunk and the chattering squirrel to the mighty moose, the grotesque mountain goat, the timid fallow deer or the dignified bighorn. The children will find a paradise of living wonders. The city dweller will enjoy [illegible] will love the complete novelty of seemingly utter wilderness combined with [illegible] tion of peaks and valley, ice and waterfall, forest and lake and canyon.

Girls Release Men at Kenn's Garage for Armed Forces



Here is the pictorial story of one of the few Canadian shops where girls have been taken in and trained to do actual motor repair work and thus release men for the armed services. In the upper left is shown Laurine Warren of the electrical department in the act of repairing and re-conditioning a fuel pump. In the upper centre is Laurine Warren re-conditioning a distributor. In the upper right is May Summers installing a glass door in an automobile. In the lower left is M. McConnell serving gas to a local trucker. In the lower centre is Joan Craig of the truck parts department, providing spare parts for a customer. In the lower right is Phylis Hobbs, timekeeper and city buyer, dispatching the garage service truck on an urgent call. It took about two months to train these girls in their duties. The method followed was to have an experienced man instruct them and supervise their work closely until they were able to complete it themselves. None of the girls had had garage training before. R. M. Montague, managing director of Kenn's Service Garage has stated that he is entirely satisfied with the new departure in service station service.

Girls Valuable As War Relief Kenn's Garage

At Kenn's Service Garage which was incorporated in [illegible] and has operated under the present management since [illegible] when the entire staff numbered only nine, six girls have been added to the staff to release some of the staff of 53 for duty with the armed forces.

[illegible]

In a good many shops girls have made good pump saleswomen, clerks, car "jockeys"—but Kenn's Service Garage, a Chrysler-Plymouth-Fargo distributor in Edmonton, is one of the first in Canada to put women to work on motor repair work.

TWO REPAIR GIRLS

What makes it newsworthy and instructive—and it should be suggestive of ideas to many firms—is the work done by the two repair [illegible]

R. M. Montague, Kenn's Garage managing director, said: "The time required up to date is greater than for a man doing the same work. After the girls have had more experience we have no doubt that [illegible] The quality of work is just as high. [illegible] ular experienced mechanics."

—V—

[illegible] in the territory are enforced by members of the Royal Canadian Mounted Police.

Special Tanks Increase Range Fighter Plane

Tear drops, 10 ft. long and 27 ins. in diameter at their widest point, are being produced by Lockheed Aircraft at a rate of one every four and a half minutes. They are streamlined, laminar flow drop tanks which enable American aircraft to fly deep into enemy country. Though without a tank on their drafting boards, Lockheed was in production in 90 days.

When the urgent request was for a tank that would cost less, use no critical material and be adaptable to a high rate of production, an aluminum tank was being manufactured. The first 2000 of these tanks had cost $678 each. The new tank made from 1010 body steel, .024 inch thick sells for less than $100.

Each tank, 90 pounds in weight when empty, weighs 1000 lb. when full of gasoline. Lockheed reports that two of these tanks approximately doubles the normal range of the normal Lockheed Lightning reducing its very high speed by only four per cent.

Lockheed does an assembly job on these which uses a conveyor line 475 ft. long. Some clever spot, roll and seam welding equipment makes the speed of production possible.

The layout consists of an overhead conveyor from which the cradles are suspended, each cradle holding one tank, and the complete assembly conveyor holding 36 cradles. The welding and assembly equipment are located at various stations along the conveyor line in the sequence in which the operations are performed.

The tank leaves the first conveyor line to enter a slushing booth where the inside is completely coated with a special zinc chromate primer as protection against corrosion, and then it is placed on the second conveyor which carries it through the various processing stations and finally to the platform beside the freight cars where it is placed in a pre-fabricated crate for shipping. Before matings left and right hand shells alternate on the assembly conveyor.

Drink Their Coffee "Neat"

The old-fashioned prospector is not seen so often in the far north since modern dredges and other mining equipment, operated by large companies, moved in. But at Whitehorse, and other towns along the Alaska Highway, you can still spot the odd sourdough of the old school. Red "licker" appears to be "out" now, because the above picture shows a couple of bearded boys just in from some remote creek, enjoying a couple of cups of java. The modern Yukon miner likes pretty waitresses and juke boxes.

Twenty in One

"Twenty Switzerlands in one" is clearly descriptive of the Canadian Rockies, accessible to the motorist at Waterton, Banff and Jasper. Majestic peaks, capped by glistening canopies of perpetual ice in lustrous hues of asquamarine and white, rise to dizzy heights with awe-inspiring splendor.

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WASH FROCKS

The Highest Quality Wash Frocks Sold in Western Canada

There's no end to the many ways these smart cotton frocks can be put to [illegible] stretching wear [illegible] cottons [illegible] for casual wear . . . they can be washed and worn again at will . . . they always have that look of immaculateness so important to good grooming.

New Edmonton Is Born in Desperation of Total War

Greater City in Making As Geography, Strategy Force Amazing Growth

By REG. T. ROSE

Executive-Secretary Edmonton Chamber of Commerce

Few of her own citizens, who have made their homes here for years, have fully realized that a new Edmonton is being born. The birth pangs of the new Edmonton are the travail and furiously desperate activity of total war. Edmonton's streets swarm with strange new faces. The rumble and clatter of the world's most wonderful, modern machinery, fills the air from morning to night and even through the night, as new construction goes ahead at a furious pace.

For Edmonton is one of the main bases on North America's life line to the northwest. It is the first main line stop on the road to Toyko. Tomorrow that same road will become the great peaceful highway to the riches of the east. It will be the road for which the first Columbus searched and failed to find, the Northwest passage to India.

THE NEW COLUMBUS

The first Columbus found America instead. Now the second Columbus is completing what the first sought. This second Columbus is not of the old world, but of North America itself. But he is still the fearless adventurer, the dauntless explorer. He has learned new skills and sciences. Even as the first Columbus had the courage to test the daring, and heretically new theory that the earth is a sphere, the second Columbus of America, knows that the maps of even 10 years ago are incorrect. The new Columbus is discovering in a new dimension, the great unlimited dimension of the air ocean.

Edmonton and her new teeming thousands are caught in the great tidal wave of this era of discovery.

AMAZING GROWTH

Here are some facts and figures of this new growth.

In 1941 Edmonton had some 92,000 persons resident, with some 22,000 homes providing about 103,000 rooms. It had some 1,700 hotel rooms in registered hotels. These were filled to less than 70 per cent capacity. In addition, accomodation in private rooming houses, institutions like Y.M.C.A. and Y.W.C.A. was easily secured. A definition of a crowded place was those having less than one room per person.

In less than two years the situation has changed, due to developments centering around the building of the Alaska Highway and other northern projects. At the present is is estimated that nearly 2,500 people are accomodated in the 1,700 hotel rooms each night. In addition, all the private rooming houses, Y.M. and Y.W.C.A. have increased. In some cases doubled their capacity and are always occupied.

The Accomodation Bureau operated by the Chamber of Commerce in co-operation with the city commissioners, broadcast through the press and radio, an appeal for the opening up of spare rooms in homes, securing more than 2,500 of these. Nearly all of these have been filled, with the exception of about 300, some of which have not yet been utilized, due to distance from the centre of the city, lack of facilities, especially telephone. United States projects have put up a number of buildings to accommodate the transient flow through Edmonton—these include Canol Hotel, which is the former children's shelter, plus prefabricated bunk houses, M.H.K.C.B. barracks in the airport area, the extension at the Jesuit College taking over Government House by North West Air lines, etc.

In addition, to the above type of increase, the military development of the City has taken place from late 1940 to the present. Since that time No. 2 A.O.S. has been expanded some four times; No. 4 I.T.S., as also No. 3 Manning Depot, and the Canadian Ordnance Corps Unit was set up. About 75 men were being trained in the Navy in 1940, but since then the training program has not only quadrupled that number but, in addition, there is a school at St. Joseph's College.

FIGURES THAT TALK

The figures submitted by the Edmonton Chamber of Commerce in support of additional quotas of goods for the Edmonton area are as follows.

Ration books issued (includes Beverly and West Jasper)	112,000
Persons in rooms not issued—ration books estimated	2,000
In registered Hotels	2,500
In rooming houses, etc	1,000
Transient U.S. employees	1,000
U.S. employees from U.S.—provided accommodation	3,000
Armed forces U.S., R.C.A.F Can. Army and Navy	9,750
Total	131,250

The accommodation problem is now so serious that many conventions normally scheduled for Edmonton have been routed to other points since it is almost impossible to secure accommodation not only for general meetings but for those who come into the city.

Describes Growth

Reg. T. Rose, executive secretary of the Edmonton Chamber of Commerce, who tells of the amazing changes now taking place in Edmonton, in an article on this page.

To the Yukon in Six Hours

The far north no longer exists. Luxurious planes carry passengers with speed and safety to the remote parts of the northwest between lunch and dinner. Above is a scene at the Edmonton airport as passengers board the daily plane for the Yukon and Alaska.

Enjoy Holidays Even in Wartime

Holiday time again—a time to get into new places, let the mind relax from worry and strain and the body enjoy the great outdoors amid magnificent scenery far away from the confines of kitchen, office, school or workshop. So take it easy. Enjoy this holiday.

If you want to rest and dream and bask in the mild warmth of the sun, take your pick of scores of Alberta's resort hotels, bungalows and camping grounds where you can be thoroughly comfortable and just do what you want to do. Or perhaps you would like to pretend, as you did in childhood, that you are an intrepid explorer seeking adventure, discovering new valleys, mountains, lakes and streams. Gee Whiz! In either case, take the Alberta Cruise.

Take it easy as you travel or hike through the breath-taking beauties of the world's largest national park areas in the invigorating air of the Canadian Rockies or the refreshing breezes of the prairie lake districts.

You can enjoy to the full all the pleasures of living during your Alberta Cruise. So take it easy. Make up your mind to enjoy every moment of your holiday in Alberta.

—V—

The human eye cannot distinguish an error of less than 10 seconds of an arc.

Pioneers
GROWING
With
EDMONTON
SINCE
1915

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Back in 1915—and from that day on we have been concerned not only with today, but with the future. For more than 28 years we have kept abreast of the needs of Edmonton and the great northland; have handled the best products and given the best service possible, and have been ever alert to changing conditions in this fast growing city.

We are indeed grateful to our patrons—we hope to continue these friendships—to gain many new ones—to continue to grow with Edmonton—"The City With a Future".

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CONGRATULATIONS TO THE BUILDERS OF THE ALASKA HIGHWAY

Edmonton

"WORLD AIR CENTER"

PREPARES the WAY PRESENT and FUTURE

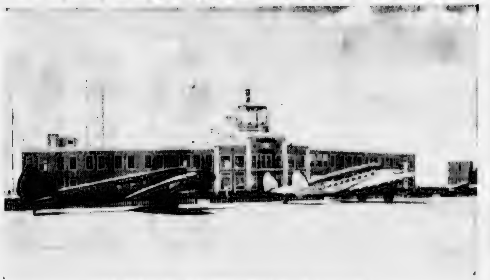
Edmonton has one of the biggest airports and most modern in the Dominion of Canada. Daily service is now maintained to Edmonton by the major airlines of Canada and the U.S.

Through Edmonton passes 22,000,000 bushels of grain from Northern Alberta and $8,000,000 worth of livestock was handled in 1942 by the Edmonton Stockyards.

Edmonton's new building construction for 1942 exceeded $3,600,000. More than 800 new homes will be constructed here this year.

Edmonton is the gateway to the rich mineral fields, the extensive oil development, the fur and fishing trade and the world famous Alaska Highway.

Today Edmonton faces a huge post-war development expansion. It is taking all necessary steps to take advantage of its opportunities.



NEW AIRPORT ADMINISTRATION BUILDING

"Edmonton [illegible] cities in the world from the standpoint of air travel and air transport [illegible] with Asia and Europe [illegible]
Rt. Hon. Malcolm MacDonald

[illegible]

City of Edmonton

J. W. FRY,
Mayor.

J. H. HODGSON, R. J. GIBBS,
Commissioners.

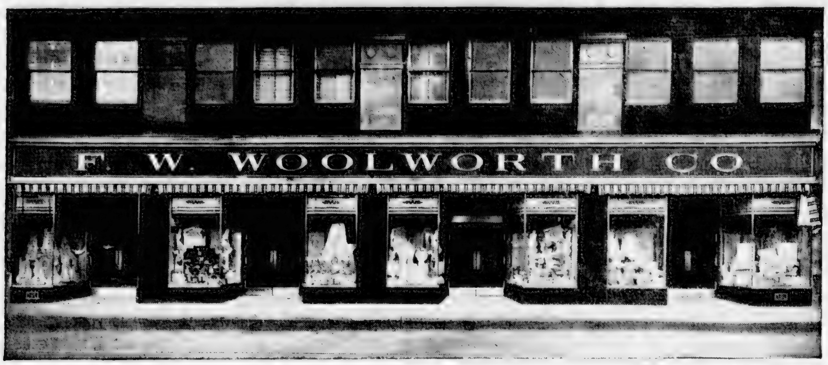
Edmonton
OWNS and OPERATES ITS OWN

UTILITIES!

- STREET RAILWAY
- TELEPHONE
- ELECTRIC LIGHT
- WATER
- POWER

And Boasts the Most Modern Equipment in the West

GROWING WITH EDMONTON . . . HELPING EDMONTON GROW



FAITH

In the Future OF Edmonton

SINCE 1915

The F. W. Woolworth Company, Ltd., started in Edmonton with a small store back in 1915 . . . 28 long years ago. Woolworth's pioneered the "five and ten" store idea in this city and the citizens showed their appreciation by giving us evergrowing patronage. It is a Woolworth policy to give customers the best values obtainable at the lowest possible prices. In order to continue this policy and to properly serve a steadily increasing patronage, Woolworth's Edmonton store was greatly enlarged in 1941 to its present proportions. Today . . . we take pride in our fine modern store . . . built by customer satisfaction.

AN APPRECIATION . . .

We take this opportunity to express our sincere appreciation and thanks to the people of growing Edmonton and district for their patronage throughout the years. We are proud to be growing with you.

F. W. Woolworth Co.

101st STREET, EDMONTON **LIMITED**

3 Growing with Edmonton
City with a Future

Edmonton Bulletin

Alaska Highway and
Air Progress Edition

THIRD SECTION EDMONTON, ALBERTA, CANADA, SATURDAY, JULY 3RD, 1943 PAGES 1 TO 16

Dust Masks Worn When Season Is Dry . . .

Start of Barge's Journey from Fitzgerald to Fort Smith . . .

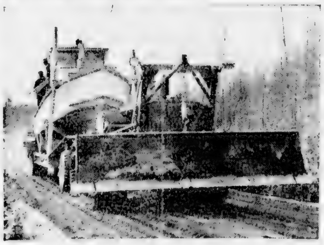
Snow-Capped Mountain Peaks . . .

Frozen Soil of Ice Age Is Chopped Away . . .

Use of Mineral Light Demonstration . . .

Tempestuous Pelican Rapids on Slave River . . .

Tractor Drawn Trailer . . .



Trenching a Claim for Tungsten at Yellowknife . . .

Tons of Pipe for Oil Pipeline . . .

Advertisement

North to the Orient Is Slogan of New Aerial Age

Earth Changes in Form, Thinking Revolutionized Declares TCA Chieftain

By O. T. LARSON

Vice-President Trans-Canada Air Lines

Even before the war, aviation was working tremendous changes in the world. As aircraft became larger and more powerful, able to take greater distances in their stride and to carry heavier loads, as aids to navigation were improved, the earth shrank, time was put under subjection and domestic economies were transformed by a faster pace; oceans were spanned, and mankind began to formulate a new conception of the world.

Tells of Change

O. T. Larson, vice-president of Trans-Canada Air Lines, who describes the changes in thinking taking place among the people of Canada as a result of the great development of air transportation.

The process of change was accelerated by the war. With fronts in almost every part of the world shorter routes and speedier methods of travel began to obsess human thinking. The earth took on a different aspect. Mercator's projection was outmoded almost over night. From the point of view of air travel—the quickest and most direct way to go from one place to another—it was seen to be a misrepresentation and new maps began to make their appearance. The one which has done most to revolutionize our thinking is the North Polar Azimuthal Equidistant [illegible]

[illegible]

Vital Command

Wing Commander W. J. McFarlane, who is commanding officer of the R.C.A.F. chain of airports between Edmonton and Alaska. This is called the Northwest Staging Route.

The same is true of aviation. Governments and air lines and aircraft manufacturers are looking forward to the air world of the future. Policy is being formulated, routes are being laid down. Much of this, it is true, must be speculative; certainly, definite plans must be left in abeyance until after the war is won and the nations sit down together in peace to discuss one of the most important of post-war international questions, the air routes and services of the world.

Trans-Canada Air Lines, for example, has a plan for extension to the Yukon and Alaska, but by an understanding between Canada and the United States such a service must wait until the close of the war. Trans-Canada is also making researches into oceanic flying, though the formulation of detailed programs must be deferred.

[illegible] however, that we should be thinking of these things, that Canada should not forget, to quote the Prime Minister, that it "has a geographical position that [illegible] enable it to play an important part in the development of international air transport routes." While Mr. King has stated that at [illegible]

[illegible] the international network to the [illegible] of the world.

Varied Bird Life In Yukon Area

[illegible]

U.S. Air Force Is Now Using Canuck Plane

The U.S. Army Air Force are now receiving deliveries of UC-64 utility cargo transport type airplanes, designed and produced by Noorduyn Aircrafts Ltd., of Montreal, Que., it is revealed by Canada's Department of National War Services in an announcement approved by the U.S. War Department.

Basically this plane is the Noorduyn Norseman which has been used for a number of years in Northern Canadian commercial transport operations, but modifications and improvements have been made to adapt it for use of the AAF.

The UC-64 is a high-wing monoplane of 7,400 pounds gross weight, quickly convertible from wheels to skis and floats, and is powered with a single 550 hp Pratt and Whitney Wasp engine. It has a wing span of 51 feet, six inches, and is of composite steel tube and wood construction.

FABRIC COVERED

Fabric covering is used on all surfaces and the fuselage, except the engine section, cockpit section and the belly of the fuselage to the rear end of the cabin, which are cowled with aluminum sheet. The rear part of the belly facing is moulded plastic plywood.

The plane is equipped with swing-over type dual controls. In addition to the pilot's and co-pilot's seats, the cabin has removable side-type seats for six passengers. Since in the original commercial ship the cabin was equipped with eight seats, the new arrangement leaves considerable space for military equipment and other cargo even when passengers are carried.

The pilot's cockpit is provided with "good sized" doors on each side for convenience in loading freight and to enable the crew to get out quickly. The doors can be jettisoned instantly in an emergency.

One of the modifications made for the purposes of the AAF is the installation of additional fuel tanks.

—V—

Recreation

The town of Jasper forms a centre for recreation. Summer sports which may be enjoyed under ideal conditions include hiking, riding, motoring, mountain climbing, boating, fishing, bathing, tennis and golf. In winter, curling, skiing, skating and snowshoeing are available to the visitor.

Tungsten From North Being Loaded

U.S. soldiers stand guard with rifles as tungsten is being checked at a northern river base before being shipped to war-hungry factories in Canada and the United States. This is just another of the north's rich products that the Allies are now cashing in on.

Yachtsmen Find Lakes Attractive

Amateur yachtsmen find an outlet for their energies in practically all of Alberta's lakes during the summer season. Inboard and outboard enthusiasts, oarmen and canoeists derive keen pleasure from cruises on the comparatively safe waters. Fishing is unusually enjoyed by all.

For motor tourists who bring along [illegible]

[illegible]

Growing in popularity is the all-purpose dinghy [illegible]

[illegible]

Soon to Produce All Planes Needed

Although plane production will continue upward, maybe reaching 10,000 a month later this year, an ultimate levelling off is predicted by some WPB officials. Such factors as materials problems and manpower shortages are overshadowed by another brighter situation: production is expected to reach a stage where further increases are unnecessary. [illegible] planes than we'll need." Donald Nelson has said that the very great advances made in the last year cannot be sustained for many months longer. [illegible] This can lead to unemployment in the midst of a war.

—V—

Double Value

Production of petroleum, coal, [illegible] and lumber in Alberta in 1937 was valued at $22,356,794. The same products in 1942 were valued at $45,985,644, an increase of more than 100 per cent in five years.

[illegible]

Radium Abounds In North Areas

Radium, one of the world's rarest and most fabulous elements, is found in the North West Territories on the eastern shores of Great Bear Lake, in pitchblende deposits. Other deposits are to be found some 100 miles to the south.

The radium occurs in minute quantities and is difficult to extract and the pure element commands high prices in the medical field where its chief use is in destruction of malignant growths.

Refining operations commenced in May, [illegible] and continued until November, 1936, succeeded in putting one ounce only of radium on the world's markets.

The establishment of this industry in Canada has cut the price of radium by one-half in recent years.

—V—

Lakes Popular With Travellers

Alberta's prairie lakes, too numerous to mention, afford splendid vacation opportunities for those who like the "family" type of holiday. Well accommodated with bungalows and summer houses, their sandy beaches and long reaches of shallow water safe for the children, these retreats are also popular with those who like to sail or swim or fish.

U.S. Congress Party to Tour Alaska Highway

Interest was stirred in both military and civilian circles Tuesday by the report from Washington, D.C., that a party of American congressmen plans to travel over the Alaskan Highway late in July. This will be the first journey along the famous 1,630-mile road by any members of the highest legislative body in the United States.

Expected to head the party is Anthony J. Dimond, delegate from Alaska. He is a Democrat and was first elected to Congress in 1932. He was a pioneer advocate of a land route to Alaska.

Congressman Warren G. Magnuson of Seattle, another scheduled to come, is now seeking a connection between the highway and the west slope of the Rockies, from Prince George, B.C. Mr. Magnuson is a lieutenant commander in the United States Naval reserve and saw active duty at sea earlier in the war.

A Republican member of the group will be Homer D. Angell of Oregon, serving his third term in the House of Representatives. Mr. Angell has taken an active interest in the problems of Alaska and other American possessions. All three men will represent the Congressional Committee on Territories, which has jurisdiction over Alaska.

Mr. Dimond believes there is a possibility that the party may include Congressman Carl Vinson of Kentucky, who is chairman of the important Committee on Naval Affairs.

TRAVEL RIGHT THROUGH

It is the intention of the American congressional group to travel the entire highway, from Dawson Creek to Fairbanks. The Congressmen also may ride over the Northern Alberta Railway, the White Pass and Yukon Railroad and the Alaska Railway, thus seeing all three rail lines which serve as railheads or feeders for the 1,630-mile highway.

Brigadier-General James A. O'Connor stated Tuesday that the Congressmen would be taken over the highway in one of the Greyhound buses now chartered to carry military personnel and civilian workers.

Hon. W. A. Fallow, Alberta Minister of Public Works, plans to make the journey to Fairbanks with the congressional party. Mr. Fallow also said that members of the provincial cabinet planned to entertain the distinguished American visitors and to show them the various features of Edmonton and environs.

Acclaimed All Over Canada and the United States!

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- Complete History of this Gigantic Road Building Task
- 44 Pictures

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PUBLISHED IN ATTRACTIVE 2 COLOR BOOKLET FORM

ON SALE AT ALL NEWS STANDS AND IN THE NORTH

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PRICE $1.00

Airplane Industry Becomes Giant in Just 40 Years

Mass Production in U.S.A. Astounds Bulletin Writer On Visit to Big Plants

By B. T. RICHARDSON
Edmonton Bulletin Ottawa Bureau

BUFFALO, N.Y., June 5.—Since Dec. 17, 1903, when the Wright brothers flew their first airplane at Kitty Hawk, N.C., the airplane has come a long way. It has made more progress since 1939 than at any period before, and this war has forced an advance in aviation that might possibly have taken 25 years. A group of Canadian members of parliament, numbering 30, visited two great aircraft industries in Buffalo the other day. Buffalo is the fighter-plane capital of the world, for nowhere else are fast pursuit planes made so quickly and in such numbers. About 75 per cent of U.S. supply of fighter planes are made in greatly-dispersed factories in the Buffalo area.

The planes that the visitors saw were the P-39, or Airacobra fighter, built by Bell Aircraft Corporation, and three models built by Curtiss-Wright Corporation, the P-40 Warhawk, the P-47 Thunderbolt, and the giant C-46 Commando. None of these are agents of the great air offensive waged on Germany at present. That is a job for the big bombers, such as the British Lancaster or the Boeing Flying Fortress. But the planes seen in production in Buffalo provided a graphic revelation of the sources of American air power, in a war being determined in its shape and possibly in its final outcome, by air power. The visitors saw plenty to show the truth of the assertion that U. S. aircraft production now exceeds that of the entire Axis. The production of planes of all types for military purposes in this country now proceeds at the rate of 10,000 per month.

SENSE OF PRIDE

It is a pity that wartime restrictions have kept Canadians from visiting the United States in the numbers that ordinarily crossed the borders. The American sense of confidence and pride in industrial achievement is strong. The U.S. war effort, like Canada's, is hampered by many of the same problems of manpower, material supplies, and other factors. Moreover, the exchange of ideas between Canadians and Americans is a vital process in present and future relations.

Hon. R. B. Hanson did an excellent job for Canada in telling something of the scale of war effort in Canada, when the group was entertained at a banquet at the Hotel Statler in Buffalo by the Curtiss-Wright hosts. Mr. Hanson stated the viewpoint of Canadians and explained some of the pride they naturally take in their war effort, which is unequalled among nations of comparable size. Moreover, Mr. Hanson told his American listeners something else worth telling, that is, the part U.S. lend-lease played in the salvation of Britain and the cause of freedom before the U.S.A. entered the war. G. G. McGeer, M.P., Ralph Maybank, M.P., J. A. Blanchette, M.P., and Hon. C. W. Gibson made speeches appropriate to the occasion.

IS GREAT EFFORT

But whatever Canada's war effort, it is inevitably dwarfed by the scale of war production in the United States. Single companies produce a volume of aircraft equal to that of the entire industry in Canada. American war production is relatively no greater than that of Canada, when all elements of proportion are counted, but physically it is overwhelming. In aircraft, American planes are fighting on all fronts. The Airacobra, a small, fast, cannon-equipped pursuit has been in action in western Europe and out in the Pacific. Not long ago it was said the airplanes could never be produced on moving assembly lines, like automobiles. But Bell Aircraft is making Airacobras on moving assembly lines, with a flow of parts and components reaching the assembly by overhead carriers and cranes. They take shape before one's eyes. This is a production miracle.

The Warhawk is the latest of the line of Tomahawks and Kittyhawks. It is the plane, for instance, that Canadians are flying in the Aleutians, as disclosed recently. The Commando is the giant U.S. army transport plane that will carry 50 men and a jeep, with all equipment.

The P-47 Thunderbolt is a big fighter, with a massive air-cooled motor. It uses a four-bladed propeller, evidence of the great power that drives it.

One discovery made by the Canadians is that Canada is not alone in the difficult problems of civilian supply and organization. The Curtiss-Wright company needs 1,000 women each week in its Buffalo plants. Its advertisements for men place the need at thousands. Many thousands of aircraft workers travel to work by private motor car, some of them coming for miles. The gasoline shortage is a great danger to this situation. Then the U.S. army has taken upwards of 40 per cent of men from aircraft plants. The personnel problems are a continuing headache. Wages are high, but the private information from employees is that the cost of living has soared at least 20 per cent. The companies provide huge cafeterias for employees.

INFLATION THREAT

Overshadowing all this is the growing inflation in the United States. Whether or not inflation is getting out of hand, is a problem beginning to come home to thousands of Americans. From talking to several Americans, it is plain that the war taxes have not cut nearly as deeply as they have in Canada. The day the Canadian group visited Buffalo was the day President Roosevelt made James F. Byrnes the chief civilian war controller, in charge of the new office of war mobilization. But it is obvious that the American mind is greatly confused about home-front issues, that there is no single symbol of control upon which the imagination fastens, as in the case of the Canadian price ceiling.

For a Canadian, it is intensely interesting to see the play of great economic forces generated by the war. But the outstanding fact is that the United States has reached the production level that outstrips anything ever attempted or achieved in history. That is a solid fact that eclipses everything else in the American scene. The Canadian group saw some of the sources of industrial might that is weighing heavily in the scale of victory.

Predicts Growth

A. H. Miller, director of marketing for the British American Oil Company Limited, says Alberta stands on the threshold of a new era of expansion.

B.A. Oil Aided Great Alaska Road Project

Alberta today stands at the threshold of a new era of expansion, of advancing frontiers and population growth, of development of all her natural resources, as the commercial centre serving a newly discovered northland. Post-war planning should take into account this entire picture and should not fail to recognize that in air travel and in air commerce Edmonton will be a port from which many of the air express lines and air argosies will embark to all part of the world.

Such is the considered opinion of A. H. Miller, director of marketing of The British American Oil Company Limited, a former westerner who has spent the greater part of the last ten years in the east and has seen the impact of the war and the new era of air commerce on all sections of the Dominion.

The Alaska Highway will be of tremendous importance to Canada and particularly to Alberta in the post-war period, opening up a new world of travel for the entire continent and attracting to virgin farming areas pioneering peoples from the entire continent. Mr. Miller foresees many new enterprises which will stimulate utilization of the tremendous natural resources of the province.

GREAT IMPORTANCE

Great importance is attached to the future expansion of Alberta in both present and post-war plans of British American Oil, states Mr. Miller. For almost a quarter of a century the company has served the farming community and general public in this province and during the last decade especially has expanded its facilities and services to keep pace with progress within the province. Following construction of an absortpion plant in Turner Valley to assist the independent owners of gas wells and the economic disposal of their product the company financed completion of a well off the proven structure which led to the development of Turner Valley as a crude oil field. British American continued its policy of advancing financial support to the independent drillers and followed this up in 1938 by commencing construction of its Calgary Refinery to provide a market for the independent drillers and at the same time ensure to the farmers and motorists of Western Canada high-grade products refined specifically for [illegible].

When the Alaska Highway was projected the company reorganized its marketing and distributing policy in the west in order to provide storage tanks, trucking facilities and other services that this project could be carried forward without delay. About the same time the company delegated specially trained representatives to the Alberta area to assist industrial and transport companies with their problems of power and lubrication.

In the last few months The British American Oil Company has established a geological exploration department in Calgary and field men are today making a comprehensive survey of Alberta in the hope of discovering and opening up new oil fields.

—V—

HIGH-PRICED HELIUM

Enough helium to fill a zepplin would have cost approximately three billion dollars at the time of World War I.

Supplies and Boats Move Over Portage

As the tempo of war against Japan quickens, materials for northern development, including the "Canol" pipeline project, are rushed north by highway, water and plane. The above photo was taken at a northern portage and shows powerful caterpillar tractors pulling supplies and equipment around treacherous northland rapids to deep, safe water beyond. Included is a shipment of pipe for the "Canol" project.

ADMIRAL DIES FLYING

LONDON.—(CP)—The British Admiralty announced the deaths of Rear Admiral Philip John Mack, 50, and Commander Sir Thomas Beever, 45, while flying. Admiral Mack commanded the Jarvis when she and others sank an enemy convoy and two Italian destroyers in the Mediterranean earlier in the war.

Fully Modern Phone System At Whitehorse

WHITEHORSE, June 5.—The Whitehorse telephone system which was put into opertaion recently is operated by the Mayo Utilities Co. Ltd. which company is being re-organized. The officers are A. S. Barker, president, N. Sangster, secretary treasurer; and M. A. Matheson, resident manager at Whitehorse.

The company has completed construction of its lines and installation of its switchboard in its local exchange which latter work has been carried out under the supervision of W. A. Hunter, telephone engineer brought in from Chicago.

The equipment installed at Whitehorse is the latest type, being entirely private and automatic. This privacy of communication is the latest feature in automatic telephone systems. The cost is accordingly high, over $50,000 having been already invested by the company to date. The rate schedule and rules and regulations governing the operation of the system have been approved by the Controller of the Territory.

The company operates under the terms and conditions as to rates and service upon principles laid down by the Board of Transport Commissioners of Canada and the Federal Trade Commission of the U.S.A.

That the company has the greatest faith in the development of Whitehorse is evidenced by the substantial investment and its development plans for the future. It is anticipated that residents of Whitehorse will within a short time be in direct telephone communication (by all land wires) with every point on the North American continent.

Works For North

Glen Braden, member of the B.C. legislature for the B.C. Peace River constituency, and now serving his second term. Mr. Braden has been in the Peace River country for the past 27 years and has been very active in community work, and work especially for the district during all that time. He was a farmer for 12 years and sometime later became manager of the Peace River Block Agencies, a branch of the British American Oil Company. Being up-to-date this agency has been changed and has been given the name of Alcan Distributors. Many of the benefits now enjoyed by residents of the Peace River Block and vicinity have been obtained through the hard work of Mr. Braden, and while the rest of the B.C. members were fighting for the Rocky Mountain Trench route, Mr. Braden was turning his attention to the highway route through the B.C. and Peace River territories to join up and service the existing airports. He is now urging the B.C. government to commence work immediately on a coast outlet, joining the Alaska Highway with the Western Caribou Highway system to Vancouver, Seattle, etc.

Canuck Newsman With Fairchild

W. M. Kimball, newspaperman, editor and public relations man, has joined the public relations staff of Fairchild Engine and Airplane Corp., according to an announcement made by J. Carlton Ward, Jr., president of the corporation.

As assistant to Joseph F. Lowes, Jr., he will take over the editorship of The Pegasus, a post just vacated by Charles H. Gale, veteran aviation editor and writer. Mr. Gale has taken a new [illegible] and K[illegible].

Mrs. [illegible] Air Progress, is assuming the associate editorship of The Pegasus.

Mr. Kimball is a former e[illegible] and feature writer on Minneapolis newspapers [illegible] of first [illegible] research to his credit, has worked in conjunction with the University of Minnesota school of aeronautics.

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PROUD to be GROWING WITH EDMONTON!

The King Edward

City With a Future

Edmonton is becoming one of the focal points of this continent's new air and land routes to the east and the Soviet Union. Here are U.S. officers at the gate of the Alcan highway. Alberta's legislative buildings are in the background.

By Raymond Arthur Davies

With a background of world travel, Montreal-born Raymond Arthur Davies, who wrote this article, is co-author of the recent book, "Soviet Asia." The present article is based on investigations made during a recent trip to [illegible] western Canada, including Vancouver, Prince Rupert, Edmonton and Dawson Creek.

EDMONTON.

A lusty infant, challenging all comers, ready to take what the good life has to offer, fists clenched, sturdy legs firmly planted, eyes open to the world—that is Edmonton today.

The city reflects the energetic, visionary Canada. It is a part of Canada's future greatness and knows it. Pride in its [illegible] achievements is Edmonton's [illegible].

Edmonton is a gateway now opening to the world. It is the new nerve centre of 20th century geography, the geography of the great circle, of the polar regions. The new geography has placed Edmonton at the cross roads of the world. Through the city pass the direct air routes from New York to Nome, from Los Angeles, San Francisco, Mexico City and Chicago to [illegible], Moscow, Warsaw, Budapest, Athens.

EDMONTON ON ROUTE

Edmonton, whose population is now in excess of [illegible] is on the world-girdling [illegible] as the Pan-American [illegible] Buenos Aires crosses the [illegible] Andes, winds through the [illegible] neck of Central America [illegible] United States [illegible] through the [illegible] At Edmonton [illegible] joins the Alaska [illegible] [illegible] And 56 miles [illegible] are [illegible] Siberian land routes to link America with Moscow, Chengtu, Bombay, Teheran.

About Edmonton revolve the whirling gears of America's northern Pacific defensive system. But everything suggests that the period of simply preparing to resist Japan has ended. The time is fast approaching to attack and when this attack comes Edmonton will have no small role to play.

In a thousand ways the future and the present [illegible] buildings, hand-pressed [illegible] and the amazing airport, one [illegible] in the world. This [illegible] the [illegible] of Canada's historic projection into the [illegible]

[illegible] a constant stream [illegible] workers [illegible] army [illegible] Americans [illegible]

They sport heavy leather jackets, zippered in a dozen directions to keep out the cold, they wear parkas and shirts and lumber jackets of [illegible], they are comfortable in heavy sheep-lined boots and overshoes. Generally they tote zippered pack sacks, sleeping bags and parachute sacks. The Macdonald hotel and other hostelries are their parade grounds. As they come in, the onlookers try to guess whether their last stop-over was made in Fairbanks or [illegible] perhaps [illegible]

[illegible] quests for hotel accommodation [illegible] that single cots are placed in banquet and meeting halls for sleeping purposes. Even the members of the Alberta legislature find difficulty in arranging accommodation. Many persons engaged in war work find lodgings in basements and garages.

Office space is at a premium. Every available square foot left un[illegible] the shipment of goods to Alaska, the supply of [illegible] for the many thousand trucks, [illegible] jeeps and planes, the feeding of tens of thousands of American soldiers and civilians engaged in the vital process of rendering America invincible.

Two great American contracting firms, one of which holds a $500,000,000 construction contract and the other is preparing to build 267 bridges along the new highways of the north, make Edmonton their centre of activities.

One firm, Bechtel, Price and Callaghan, has taken for its offices every odd bit of available space in the city. The showrooms of the Dodge [illegible] and Edmonton Motors, the [illegible] rink and the basement of the First Baptist church are now either offices or draughting rooms.

Altogether 39 office buildings and floors have been taken by the Americans whose rental payments have helped Edmonton collect the highest amount of taxes in its history. The Americans have recently rented 35 acres of land for the construction of a storage depot and are building three 600-foot warehouses in which 600 men arriving from the United States will work. [illegible] take care of the needs of these newcomers.

The Metcalfe Hamilton and Kansas City Bridge Co. contracting firm has rented the Empire theatre and is now installing floors and offices. But business is not allowed to wait upon the completion of the work. Amidst the din of hammers and saws draughtsmen work and office workers labor into the wee hours.

300 MEN HOUSED

The Northwest Airlines, which operates under a contract with the United States army, has rented the former residence of the lieutenant-governor where 300 men of the ground crew are housed. In addition prefabricated houses are being knocked together elsewhere.

The Jesuit college now serves as residence and offices and scores of olive-drab painted cottages are mushrooming around it. On Jasper Ave. two office buildings of wood, faced outside with California redwood, are being completed with room for perhaps 1,000 office workers.

You can visualize the multiplicity of problems faced by the city [illegible] ent development possible. They like to recall the trail-blazing of the bush pilots who first laid out the airways. And they are glad that they had had the foresight to construct a municipally owned airport, one of the few in America which lie entirely within the city limits.

RAPID GROWTH

But industrial awakening has brought a rapid growth of population. In 1939 the population was 90,419. In June, 1942, it was 96,725. At the end of 1942 more than 100,000 sugar ration cards were issued indicating continued growth and all of this without including the floating population and the Empire and United States active service forces stationed here.

Bank clearings show the extent of the boom. In 1941 bank clearings were $266,023,348; in 1942, $323,049,992. Electric light production is rapidly reaching capacity and new turbines for the municipally owned power plant have been expected for some time but are not yet here.

But the industrial awakening is not all due to the inrush of Americans. During the past three years Edmonton has become Canada's premier butter-producing city. More than 20 per cent of the total bacon shipments to Britain come from here and at least 2,000,000 hogs a year are slaughtered locally. The number of packing house workers is steadily growing. Canada Packers have raised their working staff by 88 per cent, Swift Canadian by 97.3 per cent, and the Burns Company by 100 per cent.

In addition to this industrial growth a completely new industry has been established—the aircraft repair factories owned by the Dominion government. They employ nearly 1,700 workers.

Industrial activity is reflected by the railways. The Canadian National Railways have increased their staff by 268 and the Canadian Pacific Railway by 310 employees.

PERFORMED MIRACLE

The Northern Alberta Railway has performed what almost amounts to a miracle. It has become one of the world's few truly strategic railways, connecting the United States and Canadian lines with the railheads at Dawson Creek and Hines Creek from where roads wind off into the northwest towards Alaska.

Before the war the Northern Alberta Railway with a trackage of [illegible] for the transportation of grain and livestock, had 36 locomotives and an [illegible] staff of [illegible]. Today this road, which is owned jointly by the C.P.R. and the C.N.R., has more than 40 locomotives and at least double the number of employees.

The full story of the accomplishment of this railway will be told only after the war but high ranking officers of the United States army never tire of praising the work accomplished under the direction of Mr. J. M. MacArthur, general manager.

From that historic day in March 1942, when freight began to move northwest towards the Alcan highway construction sites, to the end of 1942, more than 10,000 carloads were moved with un[illegible] and in addition the [illegible] and the steadily [illegible] stock business were [illegible] that of the whole previous [illegible]

AIRPORT EXPANDING

But if industry and railways have done well, the airport has done even better. Under the direction of Captain James A. Bell (Jimmie, they call him) the [illegible] expanding its [illegible] there were three [illegible] employees. In 1939, before the war there were 70 aircraft and a considerable staff. Today the airport handles as many as 5,000 flights a month and is equipped to handle twice as many. Recently training planes took off and landed for more than two hours at the rate of one every 10 seconds.

The airport boasts of a new administration building recently completed at the [illegible] Mayor [illegible] told me that it was already too small.

Yes, things have changed at the airport. [illegible] minisce. He is a well-spring of [illegible] Merrill Hamman and [illegible] who have landed at [illegible] recalls with amusement the time when Post and Gatty [illegible] not take off [illegible] and instead used as a runway the two and half-mile-long Kingsway, which leads to the heart of the city.

"What has happened to our city during the past year just happens once in a lifetime," Reg. Rose, secretary of the Chamber of Commerce and the "star finder" of accommodation for the flood of incoming humanity, told me. "We have done something that otherwise would have taken from 50 to 100 years to accomplish."

Reg Rose, "Jimmie" Bell, the [illegible]-year-old Tom Cunningham, TCA manager—all of these are dreamers. But they see the future being made right before their eyes.

[illegible] mysteriously for their journey north.

GRAND NEW OPERA

All this is [illegible] the overture of a great new opera in which the Canada of today is playing a great part.

Today Edmonton is a [illegible] learning to create. Tomorrow, Edmonton will be a metropolis. Today it is an anchor of our defence against the Japanese and an artery of aid for Russia [illegible] it will be the gateway through which will flow Canadian trade and travel not alone with Russia but with all of Asia and a good part of Europe.

This article is reproduced by kind permission of the Toronto Star Weekly [illegible]

Ocean Crossing Record Broken By Liberator

Since this went into type a new record was established by Captain G. R. Buxton who flew from Newfoundland to Britain ([illegible] statute miles), take-off to landing in [illegible] than Captain May [illegible]

The pursuit of speed records over the Atlantic is discouraged by the Royal Air Force Transport Command. It is, indeed, a disciplinary offense for flying personnel delivering new aircraft to Britain or Africa to attempt to beat previous flying times.

The captains of bombers crossing the Atlantic have their flight plans [illegible] routes, times, altitudes and engine speeds for each mission designed in accordance with weather forecasts to obtain maximum safety, comfort and fuel economy as well as to avoid [illegible] Despite [illegible] favorable conditions for the flight [illegible] transocean crossings [illegible]

GREAT PERFORMANCE

A [illegible] performance newly recorded is that of Captain W. S. May of British Overseas Airways Corporation, operating on the North Atlantic under the RAF Transport Command. Captain May, flying a Liberator with maximum all-up load of about 56,000 lbs. and aided by a tailwind sometimes approaching 100 knots, made a landfall to landfall crossing from Newfoundland [illegible] statute miles in 6 hrs. [illegible] He flew on to an airfield inside Britain, registering only 7 hrs. 10 mins. from take-off to landing. He thus reduced by 21 mins. the previous best tarmac-to-tarmac Atlantic flight of 8 hrs. 1 min. accomplished 14 months ago by a [illegible] of the Royal Australian Air Force in a Hudson [illegible]

Britain Planning World Service

Britain is planning a postwar [illegible] around the world between Empire air bases. In a London Daily Mail editorial it was suggested that the [illegible] British Overseas Airways Corporation.

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In the recent Victory Loan campaign, employees of Aircraft Repair Limited "backed the attack" to the extent of $170,600. Pictured above is Leigh Brintnell, president, turning over a cheque for that amount to R. V. Price, chairman of the payroll savings division.

Pictured are scenes in the Aircraft Repair plant taken by The Bulletin camera man.

AIRCRAFT REPAIR

Limited Edmonton

LEIGH BRINTNELL, PRESIDENT

Alaska Highway Construction Reflected in Activity Here

Productive Possibilities Of Extensive Northland Are Becoming Recognized

By HON. JAMES A. MacKINNON, P.C.
Dominion Minister of Trade and Commerce, and M.P. for West Edmonton.

No man can fully realize just what this Alaska Highway will mean. Any estimate of its potential value would have to include the value of the forests, of the mineral wealth, of the productive possibilities of the land, and the lakes and the streams. Today there exists no measuring rod by which we can gauge the true value of this tremendous new asset.

We in this city and province see today the immediate effects of the building of this road, the busy streets, the thousands of our American neighbors, the crowded business places, the demand for accommodation of all kinds. Seeing these things we are perhaps inclined to think of the utility and value of this great undertaking in terms of the immediate present.

To attempt an estimate of its [illegible] mile or two up can one [illegible] the extent of the area which has [illegible]

[illegible] which they believed. Without the [illegible] the United [illegible] engineers who first mapped out this road would not have been available.

FRUITFUL EFFORTS

Their efforts bore fruit with the [illegible]

this country could not have been successfully explored. Now, over a length of more than 1,600 miles that highway extends through a country hitherto largely unknown except to the trapper and the prospector. It is a means of access to a vast storehouse of wealth which in turn will open up many possibilities of development.

BROUGHT SACRIFICES

This war has brought its sacrifices [illegible] the urgent necessities of war with [illegible] the need to make sure that our [illegible] of a completed road in less [illegible] men who made it possible deserve the highest praise.

With its military need fulfilled, what then? Can this road be made to serve a useful purpose and bring to reality the dreams of the hardy [illegible]

VAST AREAS

[illegible] value which can hardly now be even estimated.

[illegible]

SCENIC VALUE

[illegible] cars. Here is everything that the most ardent tourist could desire—[illegible] clad mountain peaks and verdant valleys, fishing to satisfy the most [illegible] tion can be maintained with bene[illegible]

Sees Development

Hon. James A. MacKinnon, Minister of Trade and Commerce who predicts new growth and development for Edmonton as a result of the northern war projects. Mr. MacKinnon toured the highway route by air some months ago.

National Park Possesses Much Scenic Beauty

Jasper National Park, situated in the western part of the province of Alberta, is one of the largest National Parks in North America. It contains an area of 4,200 square miles and was established in 1907. The park area extends along the eastern slope of the Rocky Mountains and adjoining it to the south is Banff National Park. The Jasper Park region is one of superb scenic grandeur.

Amid a veritable sea of peaks, many of which lift snow-crowned heads far above the clouds, are beautiful alpine valleys set with sparkling lakes or coursed by rushing streams. Within the southern part of the park [illegible] 150 square miles in extent, a remnant of the great Ice Age. From this immense [illegible] issue numerous glaciers that melt and give birth to rivers, the waters of which eventually find their way to the [illegible] Arctic, and Atlantic oceans.

The mountains contained in Jasper Park consist of a series of roughly parallel ranges running from the southeast to the northwest. The remarkable folds, upheavals and faults in the rock [illegible] everywhere in the [illegible] tributaries, Sunwapta, Whirlpool, Miette, Maligne, Snaring, Rocky, and Snake Indian rivers.

RICH IN HISTORY

Jasper Park is rich in historical [illegible] Athabaska river. The [illegible] Jasper House [illegible] Jasper National Park and over the Continental Divide in British Columbia [illegible]

[illegible] and a less than [illegible] from Montreal and Chicago and only eighteen hours from Vancouver.

BY HIGHWAY

Connections with the park may be made by highway from the [illegible] Direct connection [illegible] Banff in Banff National Park, and points southeast and [illegible] by the Banff-Jasper Highway [illegible] Trans-Canada Highway [illegible] Edmonton [illegible] No. 16. The distance from Edmonton to the eastern boundary of the park is 203 miles, and from the park boundary to Jasper is 32 miles.

Jasper National Park may be reached by motor from points in the northwestern United States via Kingsgate, Cranbrook, and Kootenay National Park, British Columbia, over Highway No 4 and the Banff-Windermere Highway (1B), to Banff Park, and thence to Jasper by way of the Banff-Jasper Highway. An alternative route [illegible] Glacier National Park, Montana, Waterton Lakes National Park, Macleod, Calgary, and Banff.

SOME DISTANCES

Following are the distances from well-known points to Jasper, headquarters of Jasper National Park—

Edmonton, 235 miles; Elk Island National Park, 271 miles; Banff, 186 miles; Calgary, 271 miles; Lake Louise, 152 miles; Field, Yoho National Park, 168 miles; Radium Hot Springs, 235 miles; Kingsgate, B.C., [illegible] miles; Waterton Lakes National Park, 444 miles; Glacier National Park, Montana (St. Mary) 482 miles via Waterton Lakes.

The city of Edmonton has one of the finest airports in Western Canada, and forms a base for flying operations in northwestern Canada. A landing field approved by the department of transport is located within a short distance of the town of Jasper.

———V

Young oysters are retained in the shell of the parents until they hatch, then expelled into the sea, looking like little puffs of smoke. Each little creature is provided with a fringe with which it propels itself through the water during its first few hours of freedom.

Swift C.P. Airliner Hurtles Over Snow-Capped Peaks

A few years ago it was a six months' journey to the Yukon and Alaska, by land and water. Now swift, comfortable airliners roar north at 200 miles per hour or better, to land the passenger in the Klondike in just five and one-half hours from Edmonton. From Edmonton to Fairbanks, Alaska, is only an eight-hour flight. Above is a C.P. Air Lines Lodestar soaring over the mountains between Watson Lake and Whitehorse on a daily scheduled flight. The once mysterious land of the midnight sun is no longer remote. The spell of the Yukon has been finally broken.

THE WEST'S FASTEST GROWING CITY CALLS FOR . . .

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$3.25

Natola Capsules
$1.25
$2.25
$5.00

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ALBERTA AND THE NORTHWEST PROVIDE SINEWS OF WAR

OIL and METALS

The war underground! A string of ore cars in a northern mine.

Surface war! Prospectors back the attack with mortar and pestle as they relentlessly seek new deposits of scheelite, tungsten ore, in the bare granites of the far north.

Up and at 'em! Ore concentrates move steadily out from [illegible].

Industry in the Arctic! A typical northern mine and mill—source of much of Canada's vital war metals.

The Reichbankers would like to have these oil banks on the Athabasca!

Great stuff [illegible]! The Athabasca [illegible] contains such tremendous [illegible] the best.

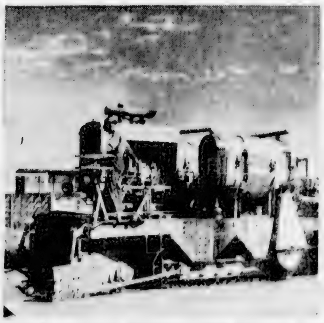
Mining Oil! A power shovel attacks the rich black oil sand. From pit to petroleum!

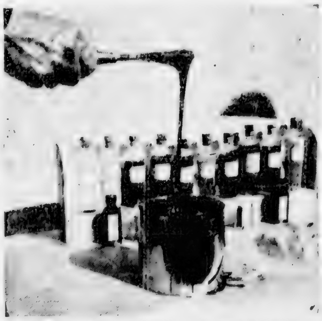
Wings in the north solve the transportation problem for war-[illegible] mineral prospectors!

The Hon. N. E. Tanner, Minister of Lands and Mines, has an eye to the [illegible] of Alberta's underground resources.

The Hon. W. A. Fallow, Minister of Public Works, gets things [illegible] Alberta [illegible] in serving Alberta's [illegible].

Here is oil for reflection! A pool of Alberta crude.


One of Mr. Fallow's giant road builders, smooths the way for vital transportation.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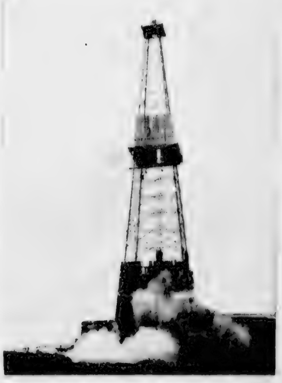
Turner Valley! Still the big producer that has made Alberta famous.

Advertisement

Airmen of 1920 Struggled Against Numerous Hazards

Bacon Rind Saved "Bacon" Of Capt. W. R. "Wop" May On Early North Flight

By CAPT. W. R. "WOP" MAY, O.B.E., D.F.C.

Motors of the swift, modern planes that soar out from Edmonton's up-to-date airport each day and night sing a song of triumph. The worst of the aerial pioneering is over. It should be easier from now on. But there was much that was fascinating about those early pioneering days, along the northwest route.

The Edmonton Bulletin has asked me to describe some of my early experiences, just after the last war, when the airplane was viewed with mingled awe and suspicion by the average citizen. A man or woman who had been up in an airplane had sufficient conversation material to last for weeks.

SPRING OF 1919

It was back in the spring of 1919 [illegible]

[illegible] plane from the City of Edmonton we selected a flying field on Walter Sproule's farm northwest of the present airport. We started barnstorming. We used to get about [illegible] for a [illegible] flight, and the customers all seemed happy to [illegible]

In the spring of 1920 we decided [illegible] Peace River and Grande Prairie districts and barnstorm there. I had Col. George W. McLeod, a government land engineer, as a passenger. We flew over [illegible] the planes now take [illegible] the Yukon and Alaska. [illegible]

We went to work there taking up passengers, staying about two or three weeks and visiting Peace River and Spirit River. At Peace River we landed on a gravel bar in the river. There were no flying fields anywhere. You just picked out a place from the air and if it didn't turn out to be what you thought it was, it was just too bad. I always had good luck in landing, however.

RADIATOR LEAKS

After we were through touring the district, Derbyshire and I started for home. We took off from Grande Prairie and were flying along fine when the radiator developed a leak. The engine started to heat up and I knew we couldn't go on for long like that. Finally the [illegible] so hot it burned out a hose connection. I knew I had to come down, so I looked over the terrain below. It's a beautiful country in the summer time, but [illegible] for a forced landing.

Finally I spotted a little meadow two or three miles from the Athabasca river, 25 miles west of Whitecourt. We landed all right, but the motor was in pretty bad shape. There we were in a wild bush country, miles from any other humans. We decided to walk to the river, build a raft and float to Whitecourt. We reckoned without [illegible] country we were finally forced to abandon our attempts.

WAS REALLY HUNGRY

[illegible] slab of bacon in the plane. So that's all we had to eat. We stayed [illegible] and nights, figuring out the best [illegible] to locate an old cabin belonging to a forest ranger, so we had shelter there and a place to sleep. But were we ever hungry!

Although the bacon wasn't very tasty it got us out of our jam. We looked the plane engine over and decided on trying something really novel. We rolled several pieces of bacon rind around the burned-out hose connection, and then wrapped all the friction tape we had over it. We filled the radiator with water and started the motor. Water still leaked out from around our makeshift repair, but it held fairly well. [illegible] Whitecourt and landed.

NEW FUEL WORKS

[illegible] problem was finally solved by using [illegible] I was able to get from a farmer. I wasn't at all [illegible] but the motor started up all right and I got back safely to Edmonton.

There's one other experience in those early days of aviation around Edmonton that I'll always remember. I was down at Viking with the old City of Edmonton, when [illegible] been up in a plane before. I told him I would be glad to take him for a certain fee. I forget how much I quoted him. He readily agreed, so we took off. In a short time I [illegible] quite stopped rolling when my passenger leaped from the cockpit. He took to his heels and I never saw a human being run so fast. I watched him until he was out of sight. I was too surprised to even yell. I never collected my fare, and I never saw that fellow again. Sometimes I don't blame him so much. It was an awful storm, and the bumps were really something.

Yes, there was adventure in those [illegible] days of flying around [illegible]

Ace of 1918 Heads Training

Veteran of an aerial battle with the famed German fighter pilot of the First Great War, Baron Von Richtofen, Capt. W. R. "Wop" May, O.B.E., D.F.C., is still serving the Empire by supervising the training of young Canadians who fight the more involved battles of the sky warfare in the present struggle. Capt. May is manager for western Canada of Canadian Airways Training Ltd., a commercial concern that operates several schools for airmen in the west under the Combined Air Training Plan. Capt. May pioneered in northern aviation for many years prior to the present war. He is shown in his office at No. 2 A.O.S. in the above picture.

Lumber Is Cut

Lumber manufactured from timber cut on Alberta provincial lands during the last few years is as follows: In 1935-36, 84,555,400 F.B.M.; [illegible] F.B.M.

Mountain Skyway Is Strong Magnet

The already famous Alberta Mountain Skyway — a modern motor road running through the heart of mountains from Jasper to Lake Louise and Banff—attracts thousands of visitors from all over North America during the season.

Adequate arrangements have been made for tourist accommodation, and the completion of the highway projects enables the tourist to travel all the way over good roads from the International Border to Calgary, thence to Banff and Lake Louise, to Jasper and Edmonton and return under the very best conditions.

The Mountain Skyway is without equal in the world for scenic beauty. Through lovely valleys, along mountain rivers, to the crests of gentle hills and to the Great Divide itself it winds its way. Magnificent mountains, famous glaciers, the mighty Columbia Icefield, Alpine pastures ablaze with mountain blossoms, tangy air, jewels of lakes, all contribute to the attractions of this magnificent highway route.

The Mountain Skyway drive is a vacation "must" this year. Bring along camera and camping kit, and venture into the side spots where man has never camped before. Simultaneously with the completion of the Mountain Skyway, the Big Bend section of the Trans-Canada Highway was completed in British Columbia. This, connecting with Lake Louise and Calgary, will also bring its full quota of visitors.

For a vacation full of thrills, excitement and scenic marvels, you must drive this road. [illegible]

Natural Resources

Alberta's natural resources were transferred from Dominion to provincial [illegible] on Oct. 1, 1930. On this date, the Alberta department of lands and mines was brought into being.

Since that time, four ministers have directed affairs of the department: R. G. Reid, Hugh W. Allen, Charles C. Ross, and Hon. N. E. Tanner, the present minister.

Justly Famed

The Canadian Rockies are famed for amazing variety of rugged form and scenic mood. They never seem exactly the same because changing lights and cloud effects and the progress of the seasons blend the pigments of never-ending combinations [illegible]

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Anything in Duck for the Aircraft Industry; Including

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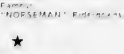

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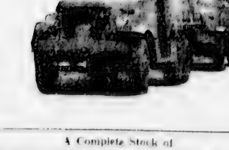

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Premier Ernest Manning States Alberta Possesses Essential Natural Assets

Busy man of the week was Hon. Ernest Manning who stole the political show by gaining the headlines from coast to coast when the other 34 Social Credit members of the Legislature chose him as their leader. In a matter of minutes, His Honor the Lieutenant-Governor called upon him to organize a new Government which he did in exactly 27 hours.

Premier Manning, the youngest in the Dominion, is 34 years old. He was Alberta's first minister of trade and industry and he has chosen to retain this portfolio. While commenting upon this point he paid a high tribute to his associates in this department by remarking that they had all done such remarkably fine work that he felt he would not be overburdened by the duties of that department while serving as premier.

In his position as minister of trade and industry, Premier Manning has made many valuable contributions to the development of industries in this province. He has taken a keenly active part in the development of the tourist traffic because he believes that to bring visitors here to see [illegible] Alberta's natural resources and to visualize the almost limitless possibilities which Alberta holds for the [illegible] large numbers of persons to come here with their families to live and to take part in the great development which is certain to take place.

"Alberta," says Premier Manning, "has virtually all the assets necessary for the building of a great and prosperous community. The climate is mild. We have more coal and water resources than any other similar community on the continent. We have vast reserves of natural gas and oil and the rich mineral areas of the Mackenzie River basin place this province in a most enviable position from the viewpoint of industrial progress. Our agricultural industries have placed us in the foremost ranks of the world's producers in this field and it will not be long until Alberta's industries will claim a similar place of prominence. Alberta can face the future confident that everything required for prosperity lies within her borders. It is the sincere ambition of myself and my colleagues to ensure that every citizen of Alberta enjoys an adequate share of that prosperity."

—V—

Ant-eaters use their tails as blankets when they sleep.

"Throaty" Mike Help to Pilots

Greater certainty that a flier's message will get through to his [illegible] a pair of tiny, compact mikes that fit snugly against the throat. Words are picked up directly from the vocal cords, ungarbled by engine noise or gunfire. The voice alone goes through and the flier's hands are kept free for the formidable job of firing, fighting and flying.

Microphones of this type are manufactured for the U.S. Army Signal Corps by the Kellogg Switchboard and Supply Co., producer of communication equipment for the various branches of the armed service. Compact design and consequent contribution to greater freedom for the user, plus transmission efficiency are the main features of this modern microphone.

Expresses Faith in Province

Premier Ernest Manning, who declared Saturday that Alberta possesses virtually all the assets to make it an outstanding province. Rich in natural resources it is a province in the forefront of agriculture, industry and importance in the war effort

Feeder Road Will Connect Alaska Highway to Coast Over Famed Chilkat Pass

Winding 145 miles northwest across Chilkat Pass from Haines, Alaska, into Yukon Territory to connect with the Alaska military highway 500 miles from Fairbanks, Alaska is the new auxiliary route to funnel supplies for prosecution of the war in the Alaskan area.

This "feeder" road, which is now under construction, follows a 42-mile remnant of the old Jack Dalton trail to within 10 miles of Chilkat Pass, crosses the coastal range and continues northwest to connect with the Alaska Military highway about 100 miles west of Whitehorse.

Supplies and equipment for road building have been carried in to the bottom of the long climb over the pass, crossing which will be the only difficult road-building part of this project, which completed the 1,600-mile run from Ft. St. John, British Columbia, to Fairbanks in less than a year.

IN ROLLING COUNTRY

The part of this new route lying northwest of Chilkat Pass is through rolling country following generally a great glacial wash parallel with some of the most magnificent scenery in North America.

This pass, long held to be the easiest route in the opinion of Indian tribes in this area, will present the engineers with unusual snow problems during the long winter. However, grades and cold country expedients learned during the past winter of operation of the Alaska Military Highway are expected to be useful in keeping open this line all year round.

Jack Dalton, fabulous character of the gold rush days, drove a herd of cattle over approximately this same route in 1898, selling the beef at such fancy prices in Dawson City that he returned again and again with additional herds, establishing a route that existed for a generation from Haines to Dawson City.

OLD INDIAN TRAIL

Even before the days when thousands of men seeking quick fortunes in the gold-bearing creeks stampeded over this and other nearby routes there was considerable traffic over an Indian trail running from Champagne, Yukon Territory to the coast of Alaska near Haines.

Reason for this ancient Indian trail was the trade carried on between coastal tribes and inland range. In addition, all Indians in this general area, even to this day, live a nomadic existence maintaining temporary homes at certain fishing places along the lakes and rivers and in other areas where game would be sufficiently plentiful to warrant their staying in one place while they killed game to preserve the flesh for winter food and to collect the pelts for clothing.

Some of these older Indians [illegible] used by the U.S. Engineer department as guides in selecting [illegible] country.

In the [illegible] big game areas left in the world is being built a road where rarely before ever was seen any sign of life since the wild stampedes at the turn of the century. Long since moose, great [illegible] mountain sheep and goats, grouse, great lake trout and many other game have retaken this area [illegible]

ALASKA HIGHWAY

Road to

Victory, Peace, Progress

•

THE ALASKA HIGHWAY is more than a cross-continent system of transportation.

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THE ALASKA HIGHWAY is more than one of the greatest engineering accomplishments of the age.

•

THE ALASKA HIGHWAY symbolizes the road to . . .

VICTORY

PEACE

PROGRESS

In the building of the Alaska Highway, Canada and the United States have worked shoulder to shoulder—in friendship, mutual esteem and understanding—against gigantic physical and technical difficulties, to perfect a road whose contribution to Victory and Peacetime Progress will be inestimably great

•

We salute "Our Good Neighbors," the United States Army and Civilian Workers, and we salute our Canadian Workers. To their combined labour, the **ALASKA HIGHWAY** will remain an everlasting tribute.

•

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PRODUCTS

Throughout the North!

We are proud of the fact that millions of gallons of B-A Products have been transported by us to the various projects and contractors participating in the Northern Development.

The vital needs of these contractors as well as those of the American Army have in the past been adequately met in spite of all difficulties and it still will be our motto to "Deliver the Goods."

Yesterday!

Before the advent of the Alaska Highway, the civilian needs of the North were one of the great problems which we met—met by making deliveries over all types of roads and during all kinds of weather, in order that consumers in every centre might be assured of their B-A Supplies.

Today!

With the Alaska Highway a reality, and the demand for British American Oil Products steadily increasing it is still our job to transport all petroleum supplies for that company, an undertaking which requires hundreds of our trucks.

Northern Transporters B-A Products

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SPINNEY TRUCKING SERVICES LIMITED
J. F. SPINNEY, BONN HERBERT W. BROWN

NEWMAN'S TRANSPORT
EDWIN H. NEWMAN

Scenes from Alberta's Bad Lands, National Parks.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] Bad Lands [illegible]

[illegible]

Buffalo roam the pastures in Elk Island National Park.

Advertisement

U.S. Soldiers Proud to Have Worked on Alaska Highway

First Air Line Was Suggested 100 Years Ago

To the layman—indeed to many closely connected with aviation in this country—it will come as a surprise to know that 1943 is the century year of the first scheme for an Empire air mail service on the lines of the one existing today, and that though the idea was regarded as fantastic by nearly every one in the British Isles, it might well have succeeded for a model steam-driven monoplane was actually induced to fly.

On March 24, 1843 such a scheme was put forward in the House of Commons, London, where it was turned down with derision and laughter. Its sponsor was one William Henson, inventor of the "Aerial Steam Carriage," and he had planned on organization very much like the British Overseas Airways Corporation of modern times.

Little is known of William Henson, but his fame dates from March 24, 1843 when a bill was introduced in Parliament by Mr. Roebuck, a member for Bath, to incorporate the "Aerial Transit Company," the purpose of which was "to convey passengers, troops and government despatches to China and India in a few days."

RIBALD AMUSEMENT

The first reading of the Bill caused so much ribald amusement that all hope of a second reading was abandoned. Indeed the "Aerial Steam Carriage," became in a short time a kind of national leg-pull as funny in its day as the Lochness Monster in contemporary times. The joke prompted cartoons which appeared for a time in nearly every newspaper and sporting weekly; even the famous Crookshank was not above cartooning the "Aerial Steam Carriage." Typical of many editorial comments on the question of Empire air transport which appeared at the time was the following in Punch: "It is understood that the first line to be established is that to India, the carriage leaving the top of the Monument, Fish Street Hill, every morning, and taking five minutes at the summit of the Great Pyramid for refreshment . . ."

But on March 30, 1843, The Times described the scheme as being "of very scientific concept, carefully and perseveringly wrought out." With regard to the possibility of success in heavier than air flight, a correspondent of The Times stated that "Mr Henson has made its eventual, perhaps early, attainment a matter of little less than a certainty," and concluded by saying that it was "high time to consider in a spirit of cheerful hope what will be the changes, commercial, social and political, which the possession of this new born power will necessarily bring about."

V

Highway Work Was Thrilling Game

CPL. DE BRANGO

PTE. GALLI

SGT. SCHUBERT

The lot of the engineer soldier who worked on the great Alaska Highway was far from an easy one. There were cold, heat and insects to contend with. And the work itself was hard. But the soldiers loved the work because it was viewed as part of a thrilling game. Elsewhere on this page Cpl. Joseph De Brango, of Hoboken, New Jersey, and Pte. 1st Class Vernon B. G. Galli, Santa Barbara, Cal., tell the story of the life of an engineer soldier in building the great highway. Sgt. Rudolph Schubert, Detroit, was a member of the same company.

Fish Numerous In North Waters

Mighty fish, some weighing more than 30 pounds, are to be found in the waters of the rivers of the Yukon, and in the numerous lakes and streams that abound throughout that northern land.

Several varieties of game fish occur in the lakes and streams of the Yukon Territory. Grayling is one of the most abundant species and is found in most of the rivers. Great lake trout and whitefish are common to many of the larger lakes. Schools of fresh water herring exist in the lakes in the vicinity of Carcross and Tagish, and may be taken with nets. Tagish is also a popular point with anglers for catching great lake trout by troll. Specimens weighing up to 30 pounds have been caught in Tagish and adjacent lakes.

Other species of fish found in the large rivers of the Yukon include salmon and great northern pike. Along the Arctic coast and streams flowing into Beaufort Sea the Arctic char—allied to the Dolly Varden and the Mackenzie fresh-water herring are the most important food fishes.

V

FIRE IN THE HOLD

ALGIERS.—(CP)—Two British seamen saved the steamship "Benedict" when fire broke out deep in the hold during a journey from Britain. For more than three hours they fought a grim struggle with the blaze as the ship rolled and tossed in heavy seas and exploding ammunition flashed in all directions.

Highway Opens Great Country For First Time

Construction of the Canada Alaska Military Highway through the southern Yukon opens to motor travel regions heretofore inaccessible to all but the most intrepid explorer or prospector.

For a distance of more than 600 miles the new route traverses areas of scenic grandeur, rich in untapped natural resources, and offering outstanding opportunities for the prospector, hunter, angler, and lover of the great outdoors.

The new highway, which connects Dawson Creek, British Columbia, with Whitehorse, Yukon Territory, and Fairbanks, Alaska, links up with an existing route from Edmonton, Alberta, to Dawson Creek.

GENTLE GRADES

Descending the western slope of the divide in Yukon territory the route touches Teslin Lake, a body of water more than 60 miles long. On again by easy grades and through open valleys, the highway bridges the Teslin and Lewes rivers, reaching Whitehorse, terminus of the railway from tidewater at Skagway, Alaska, and the head of navigation for the mighty Yukon river. Westward from Whitehorse the route heads through Champagne to Kluane Lake, passing through the coast mountains by an open valley in scarcely perceptible gradients.

The highway now enters one of the outstanding scenic regions of North America, with the St. Elias mountains in full view to the south. These mountains contain dozens of peaks which rise to elevations of more than 11,000 feet above sea level. Included is Mount Logan, highest in Canada, whose lofty snowcapped peak rises above the clouds to an altitude of 19,850 feet, and is rivalled only by Mount McKinley in Alaska—20,300 feet—which is the highest mountain in North America.

In this remarkable region an area of 10,130 square miles has been reserved from disposal so that it may be available in its present state for establishment as a national park. The area reserved is bounded roughly by the Alsek river, Canada-Alaska Military Highway, White river, and Yukon-Alaska and Yukon-British Columbia boundaries.

V

Fort Stood Where Prolonged Debates Are Order of Day

Where today legislative battles are fought with all the dignity and order of parliamentary debate in Alberta's lovely capital city, fierce battles were fought short years ago by warring Indian tribes.

Where the Legislative Buildings stand is historic ground. Here stood old Fort Edmonton, here also was celebrated the first religious service in Alberta in the Fort days; here came Cree and Stony Indians from the north, Sarcee and Blackfoot from the south. They came to trade with the white men, to fight with their red brothers.

Just 70 years ago a party of Blackfoot and Sarcees, despite warnings of plotted ambush, came to Edmonton to trade. By a miracle they got safely inside the Fort. Outside, bloodthirsty Crees and Stonies whooped, danced and promised death to the Southerners.

Post officials eventually persuaded the Northerners to desist. They received two chiefs as hostages.

Then, supplying the Southerners with an armed guard, they sent the party homeward.

V

Popular Park

Neighbor to Glacier National Park Canadian section of the International Peace park and established in 1895, Waterton has an area of [illegible] square miles. Waterton's mountains are noted for their beautiful coloring. There are lovely lakes, waterfalls, mountain trails amid myriad peaks. Golf on a government course, trout fishing and the usual mountain recreations are available. Chief Mountain, port of entry, is located on the new highway which connects Montana's Glacier park with Waterton. Many popular dude ranches, offering riding and hunting [illegible] are in close proximity to the park.

V

Vegetation is [illegible] along the [illegible] valleys of the Yukon Territory, where fine forests of spruce and poplar are found, and the hardier grains and vegetables are cultivated with success.

Unfavorable Conditions, Engineering Difficulties Surmounted Easily, Rapidly

[illegible] was built by free men and for the most part with mechanical [illegible] record time.

[illegible] greatest [illegible] Alaska Highway as told by two young United States soldiers [illegible]

By CPL. JOSEPH DeBRANGO
Hoboken, New Jersey, and

PTE. 1ST CLASS VERNON B. GALLI
Santa Barbara, Cal., U.S. Army Corps of Engineers

Cpl. DeBrango: My home is in Hoboken, New Jersey. Before the war I never thought that Canada extended beyond Montreal and Toronto. I never saw any trees, except trees that were fenced or in parks. I honestly thought muskeg was something to eat, like breakfast food.

I came north through Edmonton in April of 1942. Work on the road was just starting. Fortunately I missed the really cold weather of the spring. The first engineers at Dawson Creek, had a spell of 30 below zero weather.

I am a welder by trade, but at first we all worked at clearing the roadway. We all hacked away with machettes at the brush. We had only a few small caterpillar tractors then.

Most of the boys had never chopped a stick of firewood before. When they started chopping, the trees looked as if beavers had been chewing at the trunks, but in two or three weeks they were all working like Paul Bunyan.

It was damn hard work and we were all in at nights, but did we like it? We loved it, and I'm not exaggerating one bit.

It was like a thrilling football game. Each had a [illegible] in one of the greatest construction jobs in all history and were helping to win the war at the same time. Was I [illegible]. We were all mighty proud, and don't let any [illegible] tell you anything different.

Each company competed with another and even one man competed with another. Take the case of Sgt. Rudolph Schubert, of Detroit, and a former Canadian, from Prince Albert. There was a daily objective.

Sgt. Schubert was the first man in our regiment to sight the Sikanni River in Northern B.C. The sergeant had a race with Pte. W. Whitehead of Texas. They both ran for miles with full packs as we neared the river. Sgt. Schubert won out and is he proud.

We would bet with each other about the time we would reach a certain objective. Yes, I'm really proud to have helped build the greatest military highway in the world.

Pte. Vernon B. Galli: I am from Santa Barbara, California, and it was my first visit to Canada when I came here with the army troops in the spring of 1942 to work on the Alaska Highway. I knew nothing about Canada, I must confess. My only complaint with it is that it is just too big.

I too, am very proud to have helped in a small way to build this great international road to victory.

What about the cold? Yes, it was cold last winter and I'm from [illegible] California, but the cold [illegible] bother me [illegible] may think it strange but I [illegible] the American [illegible] way suffered less from the cold than anyone else. Ten below in Missouri seems a lot worse.

Mosquitoes [illegible] "see-'ems." That's a nickname we gave to tiny sand flies, that are so small you can't swat them. They get in a man's nostrils and have a severe bite.

I have really enjoyed working on the great highway and [illegible]

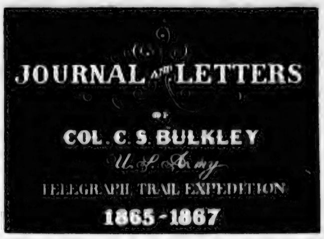
[illegible] get. It was a great game [illegible] stance.

When we [illegible] tired of that. The boys in one company bought a [illegible] Creek. They took it with them and [illegible] slaughtered it and had a real feast. [illegible]

Yes, I am mighty proud to have [illegible] of the great [illegible]

The name "Alaska" is a [illegible]

Covered Historic Reports



JOURNAL AND LETTERS
OF
COL. C. S. BULKLEY
U. S. Army
TELEGRAPH TRAIL EXPEDITION
1865-1867

Long before people thought of the present Alaska Highway, in those hectic days following the U.S. Civil War, an attempt was made to build a telegraph line from the United States to Moscow, by way of Northwestern Canada and Alaska. Col. C. S. Bulkley was placed in charge of the task and [illegible] country now traversed by the Alaska Highway. [illegible] dropped following the successful laying of the Atlantic cable. But the story of the Bulkley expedition is a thrilling one, which he kept in his records. Above is a reproduction of the cover on the original journal kept by the officer. The fascinating story of the Telegraph Trail is told on page 24 of this edition by Lt. Richard L. Neuberger.

We're Growing Fast - with the North

Yes the demand for famous

VICTORIA Fresh Feeds

has grown by leaps and bounds in Northern Alberta since the new Victoria Feed Mill was built in Edmonton last year.

Livestock and poultry feeders are finding that it's the vitamins in the trough that count—not how much was put in the bag at the factory.

That's why more and more feeders are switching to VICTORIA FRESH FEEDS. They're getting better results faster, because being ACTUALLY manufactured close to home as required, there's little chance of VITAMIN LEAKAGE from long storage and freight hauls.

But besides being fresh and, therefore, VITAMIN STRONG, Victoria Fresh Feeds contain highest quality ingredients—are farm-tested and proved, and are manufactured in the most modern and scientific methods.

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Pig Starter,
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Help them gain weight faster at less cost . . . with less labour by BALANCED FEEDING

With Great Britain calling for 675,000,000 lbs. of bacon this year, Canadian farmers will have to go all out for victory.

That's where *right feeding* is going to make all the difference. And the secret of right feeding is a balanced ration with home-grown grains and Swift's Gro-more Hog Concentrate. Gro-more is *the* correct blend of proteins, minerals and vitamins. Hogs fed a balanced Gro-more ration will be ready sooner, grade better, bring a higher return per dollar spent on feed. If you have no grain available—use Gro-more Pig Starter for the very best results.

It pays you *and* helps win the war, to raise more and better hogs with Gro-more. Available at mills and feed stores everywhere.

• • •

Swift's complete line of feeds includes the following favourite brands: Gro-more Hog Concentrate, Laymore Poultry Concentrate, Swift's Dairy Concentrate, Swift's Chick Starter. For High Protein feeds ask for Swift's. Obtainable from better mills and feed stores everywhere.

Swift Canadian Co. Limited

SWIFT'S COMPLETE LINE OF FEEDS

Serving Your Livestock Marketing Needs

since 1928

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Did You Ever Stop to Think
How little it costs you to reap the BENEFITS of the OPEN MARKET?

Our Commission charges are:

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Cattle	75c	$17.00
Calves	25c	12.00
Hogs	20c	10.00
Sheep and Lambs	15c	10.00

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Your Stock Enters World-Wide Outlets and Channels of Trade—Thus Bringing Highest Market Values and Prompt Settlements When You Ship

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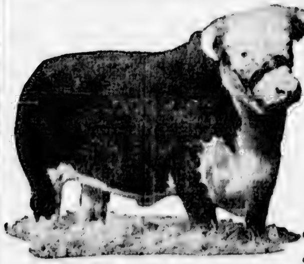

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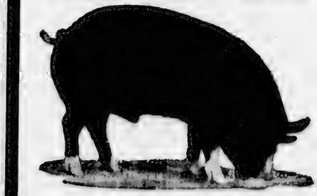

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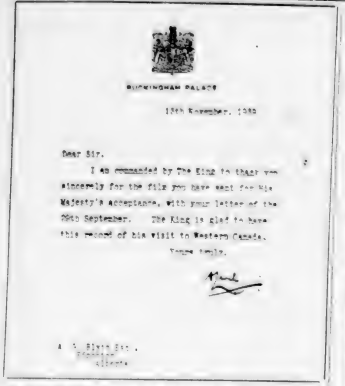


BUCKINGHAM PALACE

13th November, 1939

Dear Sir,

I am commanded by The King to thank you sincerely for the film you have sent for His Majesty's acceptance, with your letter of the 28th September. The King is glad to have this record of his visit to Western Canada.

Yours truly,

A. [illegible] Blyth Esq.,
Edmonton,
Alberta.

Nearly 10,000 Men, Women Speed War Production at Canadian General Electric

[illegible] an army of nearly 10,000 men and women is working night and day in the war plants of Canadian General Electric Company to forge the tools for victory. Their [illegible] efforts are concentrated on vital production for the [illegible]. From the assembly lines of C.G.E. come the most powerful anti-aircraft guns made in Canada as well as coast defence searchlights, special "secret devices" [illegible] weapons of modern warfare.

Meanwhile the company keeps pace with the growing demands of other Canadian war industries by supplying them with generators, motors and other essential electrical equipment so urgently needed to speed up war production.

[illegible]

LARGE WAR PROJECTS

[illegible]

... go into Canada's new ships.

CARGO BOATS

[illegible]

... power ever built in Canada has recently been supplied by C. G. E. [illegible] mines.

EXPANDS FACILITIES

[illegible]

... the steel industry to step-up [illegible]

[illegible] C. G. E. [illegible] Hand-in-hand with its vast production, research is constantly carried on [illegible]

[illegible]

MACHINE METALS

[illegible]

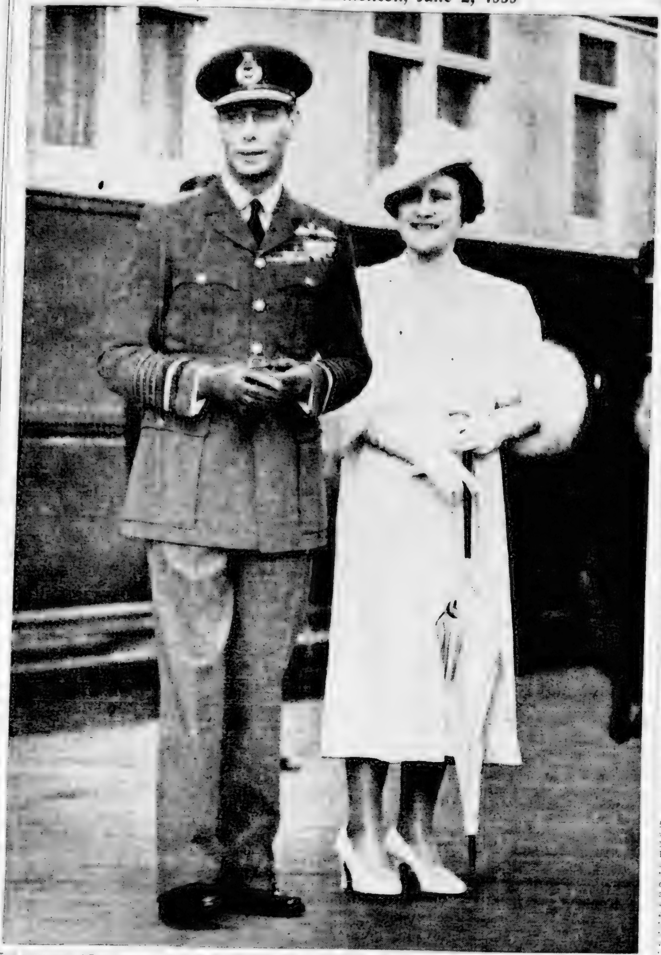
Alaska Delegate

Anthony J. Dimond, delegate to the United States Congress from Alaska, who abhors the name Alcan being applied to the new highway to Alaska. Delegate Dimond believes the name should be Alaska Highway which the great majority of Canadians favor.

Northland Suitable For Wool Growing

[illegible]

Royal Visitors to Edmonton, June 2, 1939



This photograph of Their Majesties King George and Queen Elizabeth was taken by Alfred Blyth, Edmonton photographer, on the occasion of the Royal visit here June 2, 1939. The photograph was taken at the Canadian National Railway depot on arrival of the Royal couple. In recognition of the [illegible] importance of Edmonton as a world air centre His Majesty wore the uniform of Air Chief Marshal and Commander-in-Chief of the R.A.F. during his visit here. During the visit Her Majesty captured the hearts of all who saw her by her winning smile and charm [illegible]. Northern Albertans from the most remote parts of the northern half of the province flocked to Edmonton to pay tribute to Their Majesties and approximately 30,000 persons thronged the grandstand seats along Kingsway on the occasion of the visit. The reception accorded by the spectators on Kingsway was stated to be the most outstanding of the Royal Visit.

History-Making Airmen Have Visited Edmonton Since First Hangar Built

By CAPT. JAMES BELL
Manager of Edmonton Municipal Airport

The Edmonton airport is located on what was known as the "Hagman Estate". In the boom days of long ago the property was once a flourishing [illegible] and in the ordinary course of events, sold to the public, and following the usual practice in due time reverted to the city for taxes.

In deciding to hold this property off the market and earmark it as a future site for an airport our city fathers built better than they knew and their judgment and vision has been amply repaid in as much as we have today one of the finest airports in Canada, conveniently located and not being more than two and one-half miles from the centre of the city.

FITTING RECOGNITION

In naming the property "Blatchford Field" a fitting recognition was shown to Mayor "Kenny" Blatchford who was always an enthusiastic booster for [illegible] transportation and to whose vision and energy Edmonton owes a great deal.

[illegible] government license.

[illegible] 6,000 feet of all-concrete runways, [illegible] equipment running into the millions of dollars, with the very modest beginnings of some 20 years ago.

If my memory serves me correctly I think it was in the year 1920 that John [illegible] of Edmonton built the first [illegible] hangar and hired Mr. [illegible] an ex-war pilot to fly a small [illegible] aircraft. For some time [illegible] operated out of this [illegible] sight-seeing trips and [illegible] local work.

It was not until 1921 that any real constructive commercial flying was undertaken. That year the Imperial Oil company which were just beginning to develop their oil holdings at Fort Norman used two Junker aircraft in exploration work down north. This I think was the beginning of commercial flying from Edmonton to the Arctic and which was to develop in a few short years a business running into a turnover of millions of dollars.

During the initial stages and [illegible] there were many [illegible] of difficulties [illegible]. Few [illegible] even at that time there were a few [illegible] international lines.

As an illustration as to how [illegible]

Airport Manager

Capt. James Bell, manager of Edmonton's ultra-modern airport. Capt. Bell was a bomber pilot in the First Great War, and recalled recently that he bombed many of the cities in the Ruhr valley now being blasted by the R.A.F. and R.C.A.F. He has been manager of the Edmonton airport since it was first established.

[illegible]

FAMOUS FLIGHTS

[illegible] aircraft on his attempted [illegible] Edmonton toward the Bering [illegible]

4. Col. Reg. Robbins flight, Nome [illegible]

5. Wiley Post's solo flight around [illegible]

[illegible]

The years between 1928 and the outbreak of the present war saw the Edmonton and Northern Alberta Aero club doing its full share of training at the airport. Its record was second to none, and many graduates of this club are today holding commissions in the R.A.F. and the R.C.A.F.

[illegible]

GROWING
with Edmonton

For more than a decade Medico Welders and Auto Body Works have served the residents of Edmonton and the Great North Country [illegible] on an ever-expanding scale. We appreciate [illegible] the same [illegible] as we have done in the past. Every piece of work [illegible] receives the [illegible] Fred Sawchuk, the Manager.

MEDICO WELDERS
AND AUTO BODY WORKS
FRED SAWCHUK, Manager
Corner 101 Street and Kingsway
Phone [illegible]

OUR
Best
Wishes
To the
Builders
of the
Alaska
Highway

"In the Heart of the City"
SELKIRK
AND
YALE
HOTELS
Jasper Avenue
Edmonton

"The Largest Credit
Store in Edmonton"

GROWS with EDMONTON

We are proud to be a part of EDMONTON — "Canada's Fastest Growing City" — where the "Road to Tokyo" begins and we wish to extend sincere congratulations to the builders of the great ALASKA HIGHWAY. We are family outfitters — Men's, Women's and Children's Wearing Apparel and Footwear — available on terms according to Government regulations.

CREDIT ARCADE
Limited
10032 JASPER AVENUE EDMONTON

CONGRATULATIONS

TO THE BUILDERS OF THE

Alaska Highway

From the
Pioneers in Northern Alberta Oil Development

Scenes From Oil
Sands Limited
Plant at
Bitumount
Alberta

Dragline Scraper used to convey the oil bearing sands to the extraction plant. Photo gives excellent idea of the ease with which the deposits can be handled.

View of extraction plant and refinery from the river with 300 barrels production per day capacity

Oil products being shipped from company's own wharf.

Exhibit of finished by-products as displayed in Edmonton.

The above pictures of our plant and operations show that a commercial production has been obtained from the oil sands and we hope to do our share in supplying asphalt, road oil and diesel oil in the near future for the Alaska Military Highway. On the Company's 700 acres there is sufficient oil indicated by engineer's report and test holes for 10,000 barrels per day production to last for well over 50 years.

OIL SANDS LIMITED

[Successors to International Bitumen Co., Ltd.]

Edmonton, Canada

Edmonton and North Linked by New Air, Land Route

Historic Scenes as Alaska Highway Officially Opened

The above picture shows [illegible] and health in the Dominion [illegible] opened the Alaska Highway [illegible] North West Service Command, United States Army [illegible] in the group and inset to the left.

Bulletin Goes North by Plane

The great north is not so far [illegible] passenger [illegible] eral manager of Canadian Pacific Air Lines Ltd. [illegible]

View of Power Plant

[illegible]

[illegible]

City of [illegible]
The plant is [illegible]

Advertisement

Fine New Building Serves Edmonton's Busy Airport

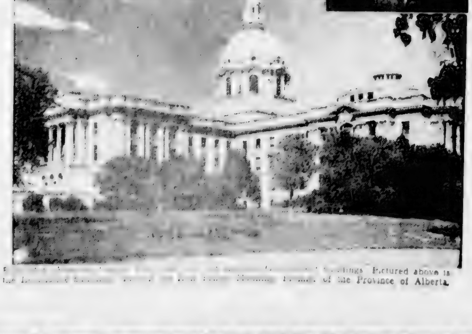
[illegible] Co., Ltd., General Contractors

One of the most important [illegible] a fine new Administration building, costing more than $[illegible]. This building [illegible] and surrounding district. Inset, left, is Capt. W. R. [illegible] First Great War ace who is supervisor for Western Canada [illegible] by Canadian Airways Training Limited. Below is a training plane [illegible] airport.

Aircraft Repair Ltd.—Largest in Canada

Largest plant of its kind in Canada [illegible] Aircraft Repair Ltd., located at the [illegible] from all over Western Canada [illegible] planes are [illegible] four-motored [illegible] the Atlantic ocean with [illegible]

Government Buildings, Edmonton



[illegible] buildings. Pictured above is the [illegible] of the Province of Alberta.

Great Highway Terminates Alaska's Insulation Period

Is Most Important Event In History of Territory States Governor Gruening

By HIS EXCELLENCY ERNEST H. GRUENING
Governor of Alaska

The Alaska Highway may perhaps be considered the most important event in the history of Alaska since the gold discoveries in the Klondike, Nome and Yukon basin in the late nineties.

Although Alaska became a part of the Union by purchase from the Czar of Russia in 1867, it was for 30 years thereafter an unknown, unexplored and unconsidered wilderness.

In the last third of the nineteenth century the people of the United States were too much occupied in opening up and settling the West to give any heed to the great Northwest economic and geographic empire which was Alaska. In a sense the history of Alaska as a part of the United States in other than a strictly political sense began in the late nineties.

WAS STILL ISLAND

[illegible], 45 years thereafter Alaska [illegible] part of [illegible] in effect, [illegible] island. It could for [illegible] be reached only by sea and, beginning in 1940 [illegible]. The Alaska Highway ends [illegible]. The Territory [illegible] part of the main [illegible] linked with the [illegible] States and with our neighbor [illegible] [illegible] the [illegible] the

48 states, Canada and Alaska are [illegible]

PART OF NETWORK

For we may be sure that the then line which now stretches north from the United States-Canada boundary through Edmonton, thence to Whitehorse and from there into the Alaska highway [illegible] the beginning of a whole network of highways. It is significant also that the land route [illegible] simultaneously an important air route. Alaska, above all else, takes on new significance as [illegible].

It is [illegible] of course that the war finally brought the highway into being, and for its speedy construction the greatest credit is due to the U.S. Army engineers, to the U.S. Public Roads Administration, and above all to the enlisted men both white and colored, in the uniform of the United States, who labored with unexcelled enthusiasm determination and grit to overcome the tremendous obstacles which [illegible] against those who would conquer the wilderness. But before war actually brought the highway into being a few men of vision in both Canada and the United States had foreseen the need of and had urged the construction of such a highway.

WILL OPEN COUNTRY

The highway, already useful militarily, will, after the war, be of great value economically and socially. It will permit the opening up of hitherto inaccessible regions with their resources of minerals, timber and furs. It will permit the settlement in what was once a wilderness, of home founding families who wish to start life anew in untrammelled surroundings.

Above all the highway is one more proof of the brotherhood that exists between the two neighbor nations which have long since demonstrated before the world that the boundary which separates them is an imaginary line insofar as the real permanent values of justice, goodwill, peace and friendship between peoples of the same common ties are concerned.

V

The game of handball originated more than 1,000 years ago in Ireland.

Alaska No Longer "Island"

The Alaska Highway ends a long period of insulation and isolation for the great Territory of Alaska. Governor Ernest H. Gruening of Alaska, shown above, tells what the highway means to Alaska in an article written specially for The Edmonton Bulletin, appearing on this page. Governor Gruening visited Edmonton yesterday, Friday, July 2.

Col. Hazeltine Staff Deputy At Whitehorse

Colonel Caryl R. Hazeltine of Corvallis, Ore., has been appointed deputy chief of staff of the Northwest Service Command, which operates the Alaskan Military Highway and other routes to the North Pacific area.

Colonel Hazeltine succeeds Colonel Harry A. Montgomery of Tulsa, Okla., who has been ordered to duty in the office of the Chief of Engineers at Washington, D.C.

Hazeltine graduated from Oregon State College in 1917 as an expert in logging engineering. He served in the first World War and then returned to Oregon as chief engineer of the Portland Lumber Company. In 1921 he re-entered the regular Army and has served continuously since. He is a member of the General Staff Corps.

Hazeltine lists Corvallis as his home and insists "there's no place in the world quite like the state of Oregon. He was born in Summit, N.J., in 1895. Before taking over as deputy chief of staff, Hazeltine had charge of the Service Command supply section.

Colonel Hazeltine arrived in Whitehorse last October to assume his duties in connection with the highway. He is the fourth Oregon resident to be serving at the headquarters here. Others are Major Willis Bergen of Portland, chaplain of the Northwest Service Command; Captain J. R. Hill of Portland, medical officer for the Whitehorse area engineers, and First Lieutenant Richard L. Neuberger of Portland, aide-de camp to Brigadier-General James A. O'Connor.

V

Navajo National Monument, Arizona, had 313 visitors in 1940.

Aerial Survey Important Job Done by C.P.A.

The aerial surveys division of Canadian Pacific Air Lines, an outgrowth of Fairchild aerial surveys and later a part of Canadian Airways, with headquarters in Montreal, does a most interesting and important job with little publicity. Its activities extend all over Canada, and consists principally of aerial mapping, by means of photographs, built up into mosaics. Photographers and expert map-makers constitute the division's staffs, and aircraft and crews are provided by Canadian Pacific Air Lines wherever needed.

The work is done for provincial and dominion governments, pulp and paper and mining concerns, power companies, etc. During the past year the company undertook important aerial survey duties for the dominion government oil controller in the interior of British Columbia. Pulpwood limits in the northern peninsula in Newfoundland were also photographed, this work being an extension of an annual operation which has been carried on for a number of years.

SEEK POWER SITES

Extensive aerial survey flying was done for the Aluminum Co. of Canada with a view to discovering new water power sources for the tremendously expanded power development taking place for the aluminum plant in northern Quebec. The company played an important role in preparing a contour map of the area around the new one million horsepower development referred to as one of the world's largest hydro-electric plants.

Work was performed for the United States government in connection with new oil lands in the Mackenzie River district. These lands have been explored for the purpose of finding existing valuable oil supplies to service United States Army equipment in Alaska. During 1942 more than 12,000 negatives and 27,000 prints were handled by this division of the company's service.

V

Northland Excells In Small Gardens

The Yukon excels in small gardens, and practically all the vegetables normally consumed in the Territory are home grown and of excellent quality. Remarkable results have been achieved in growing potatoes, particularly in the vicinity of Dawson and Mayo. Carrots, beets, turnips, parsnips, cauliflower, cabbage, and celery thrives and are raised in quantity. Garden beans and peas bear well in favorable seasons, and rhubarb, radishes, lettuce and small onions do well. Tomatoes and cucumbers are grown successfully under glass. Small fruits, including strawberries, raspberries, currants, and gooseberries furnish good yields in many localities.

Some cattle, hogs, and poultry are raised, and a few small dairy farms are operated successfully.

V

Columbia Field Draws Interest

The Columbia Icefield seen on the western skyline from the Athabaska Chalet, covers about 150 square miles, and is drained into three great basins, the Columbia, the Saskatchewan-Nelson and the Athabaska-Mackenzie [illegible] which reach the Pacific, Atlantic and Arctic Oceans respectively. It feeds seven glaciers, of which the Saskatchewan, 15 miles long, is the longest. The Athabaska Glacier is approximately seven miles long from toe to skyline. Mountains in [illegible] are on the eastern side. Peaks under clouds are not visible from the highway.

E. H. Gruening, Alaskan Chief, Versatile Man

Ernest Gruening, Governor of Alaska, is one of the most extraordinary and versatile men ever to serve as chief executive of the largest territorial possession of the United States. Born in New York City 55 years ago, the son of a famous brain specialist, he himself graduated from Harvard medical school and became a physician. Yet medicine never appealed to him. Newspaper work, writing, journalism—these were the pursuits which claimed his real interest.

One day he left his scalpel and stethoscope and never returned. He became a distinguished Boston journalist and eventually was managing editor of The New York Tribune. He served in the First Great War, then travelled extensively in Mexico and South America. His book, "Mexico and Its Heritage," is still a standard work on that country. He also was editor of a noted [illegible], "These United States," in which such authors as Sinclair Lewis, Willa Cather and Howard Vincent O'Brien achieved distinction.

During [illegible] Gruening [illegible] advocated the "Good Neighbor" policy with our Latin American neighbours. During this crusade he met Franklin D. Roosevelt. Gruening also urged the construction of a highway system extending from Buenos Aires to Alaska.

WINS APPOINTMENT

In 1934 President Roosevelt appointed Gruening director of the Division of Territories and Insular Possessions of the American Government. In this capacity [illegible] made many trips to Alaska. He acquired an intense interest in [illegible] of the great outpost in [illegible] he overlooked no [illegible] construction of a land [illegible]

[illegible] the President to be governor of Alaska [illegible] Gruening's [illegible]

Still a writer, Gruening also wrote a series of articles for The New York Times Magazine following a trip he made on the Alaska Highway last November with Lieut. Richard Neuberger, aide to General O'Connor.

Governor Gruening and his wife, the former Dorothy Smith of Boston, are recently grandparents, a son having been born to their son [illegible]

North Airman

Capt. Don Patry, formerly of Edmonton, and now senior pilot in the British Columbia district for C.P. Air Lines.

Natural Sulphur Springs Abound

[illegible]

Hunt and [illegible] boys are in training in the American Army [illegible] magazine entitled "Strategic A[illegible] [illegible] was illustrated [illegible] mansion at Juneau is kept up until the dawn hours while the governor proudly displays his magnificent collection of Alaskan pictures.

Last autumn Governor Gruening was an Edmonton visitor, at which time he was interviewed by The Bulletin. From that meeting stemmed the article which Alaska's chief executive has contributed to this special Alaska Highway edition.

Many Fur-Bearers

Fur-bearers native to the Yukon [illegible]

Study Bad Lands

The Alberta [illegible]

A Picture of Health & Fitness

Her bright eyes, lovely complexion and good health are a joy to behold —And her secret is a simple one—Bile Beans at bedtime.

Bile Beans assist digestion, cleanse the blood and ensure that necessary daily elimination so essential to good health.

50¢ box

C. E. PULFORD LTD. Toronto 4, Can.

She Takes BILE BEANS

Traders! Prospectors!

PURCHASE your Outboard Motors and Repair Parts (all makes) by ordering DIRECT from the Johnson SEA HORSE agents, J. E. Nix Co.

SELL US your old outboard motors. We guarantee to pay boat, rail or freight to Edmonton on Johnson and Evenrudes, no matter how bad their condition.

SPECIAL
Repair Service
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Home Equipment
and Radios

HEAR
with the finest of modern hearing aids, the "Audiphone" and the "Otarion." Call or write

American Medical Ass. Accepted

THE J. E. NIX CO.
EDMONTON Facing City Market

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BURBERRY COATS
for
Ladies and Gentlemen
. . . the finest coat on the world's markets

BRITISH WOOLLENS

Greer's Limited

10072 Jasper Ave. Edmonton Phone 26495

No other Gift can take its place

Some [illegible] be thereby brought into the foreground.

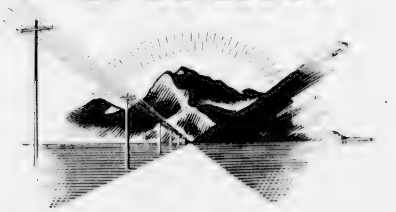
The mounts are 14 kt. natural gold with 18 kt. white gold settings.

Prices vary according to size of diamond supplied—some as low as 40.00. Others up to 160.00

Birks

We Close All Day Wednesdays During June, July and August.

THIS BANK
SALUTES
THE BUILDERS



At this time, as The Bank of Nova Scotia enters its fortieth year of service in Edmonton, congratulations are offered to those who conceived and brought into being the miracle that is now the Alaska Highway.

Today this vital artery of communication is an important factor in our fight for freedom against the Axis powers, and it will play an increasingly important part as time goes on. The building of the new highway has been a signal achievement. It has been a test of vision, strength and courage. It has demonstrated what two great peoples can accomplish when they work harmoniously under the democratic system of free enterprise.

We pay profound and enduring tribute to all those who have helped perform this titanic task — and to all those who are now associated in the transportation of supplies over its 1,600 mile route. The building of the Alaska Highway will contribute vitally to the winning of the war, and in the peace days to come will open up a road of opportunity to tap the riches of this vast new Northern land.

The BANK of NOVA SCOTIA

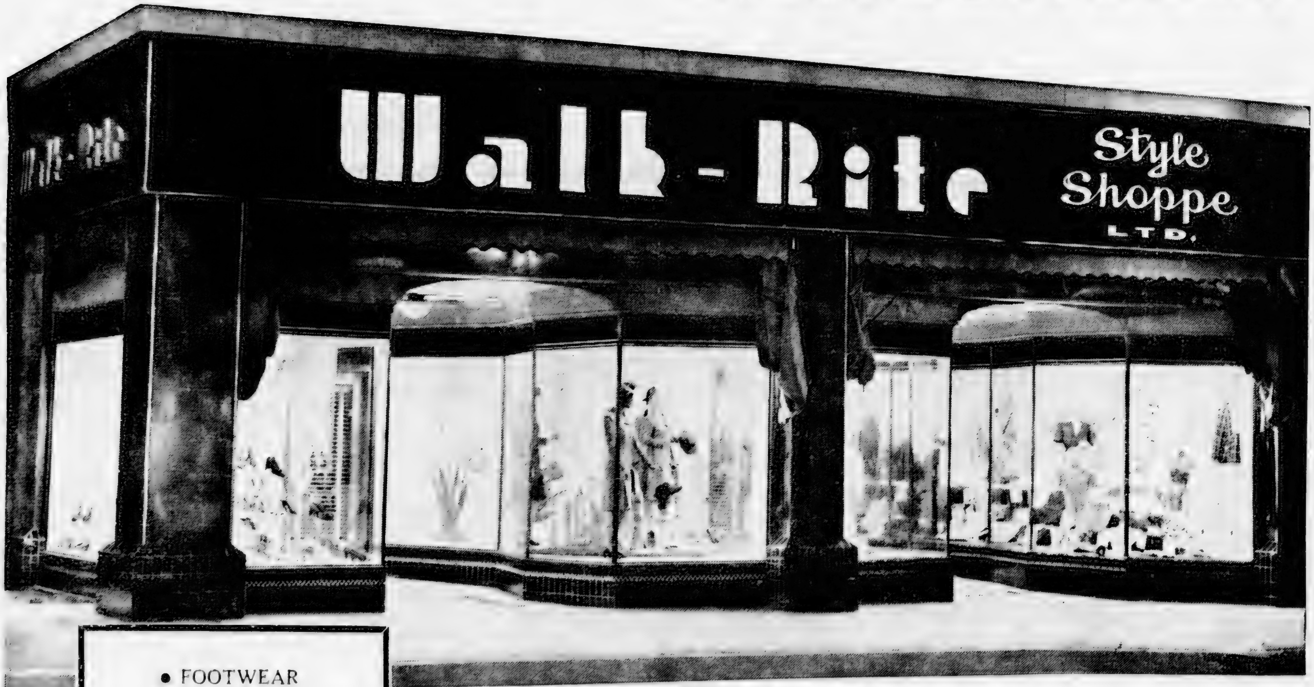
D. McCallum
MANAGER.

Walk-Rite
STYLE SHOPPE LTD

GROWING WITH Edmonton

20
YEARS OF
BETTER
FASHIONS

Walk-Rite . . in the span of twenty years . . . from a modest beginning to Edmonton's dominant Store for Women! It could happen only because of Walk-Rite's steadfast policy to provide fashions of note, priced for the budget-wise!



Walk-Rite 1943

- FOOTWEAR
- DRESSES
- COATS
- FURS
- MILLINERY
- LINGERIE
- HOSIERY
- SPORTSWEAR

Edmonton's growth . . Edmonton's welfare are Walk-Rite's. Owned and operated by local residents, we have no connection with other stores . . . ours is the task of running one store . . . and running it WELL . . . so that all who visit us may be assured of well-intentioned courtesy, service, and timely fashions . . . in an atmosphere of modern comfort, and friendliness such as home folks show home folks!

WALK-RITE— *"Edmonton's Smart Shop for Women"*

4 Growing with Edmonton City with a Future

Edmonton Bulletin

Alaska Highway and Air Progress Edition

FOURTH SECTION EDMONTON, ALBERTA, CANADA, SATURDAY, JULY 3RD, 1943 PAGES 17 TO 32

A sunlit corner of one of Edmonton's delightful garden settings where flowers grow in profusion in the moderate western climate.

The Parliament Buildings as seen from the south entrance, note the floral design up the steps typical of the entire layout of the grounds.

Robertson United Church, one of Edmonton's many fine churches with spacious beautiful landscaped grounds.

The City skyline from Riverside Park showing the Saskatchewan River.

Looking west from Riverside Park we see the High Level and 5th Street bridges over the beautiful North Saskatchewan river.

The Highlands golf course, one of Edmonton's five sporty layouts, four of which follow the valleys of the Saskatchewan river.

All photographs by Alfred Blyth Studios, Edmonton.

Advertisement

Alaska Possesses Many Highly Valuable Industries

Fishing and Agriculture, Fur Marketing, Mining Are Leading Producers

By STANLEY WILLIAMS
Edmonton Bulletin Staff Reporter

The territory of Alaska contains [illegible] square miles, an area which is roughly one-fifth of the area of the continental United States or more than twice the size of Texas, largest of the United States of America.

The country originally belonged to Russia, and was sold to the United States in 1867 for the sum of $7,200,000. Formal transfer was effected at Sitka on October 18, 1867. The "District of Alaska" was terminated by Act of Congress in 1912 and thenceforward the country was known officially as the "Territory of Alaska."

The ocean coastline of the Alaskan peninsula [illegible] for some 4,700 miles [illegible] head of tidewater the figure [illegible] to [illegible] miles.

[illegible] is Mount McKinley in the Alaska Range [illegible]

[illegible] fishing [illegible] and mining.

[illegible]

[illegible] $666,000,000.

VARIED FISHING

Besides salmon, chief catches of [illegible] halibut, cod [illegible]

[illegible]

COLORFUL START

[illegible]

North Pilots' Country Club Welcome Oasis

By SAM JACKSON

AN AIRPORT IN THE CANADIAN NORTHWEST, June 1.—(CP)—Because you can get a hot shower here, and because there's quite a neat little group of buildings, this airfield has become known as "the country club of the Yukon." Its purpose is a good deal grimmer. Through here go the giant bombers and transport planes of the Alaska wing of the United States Air Transport Command, bound northwest on mysterious missions that the pilots don't talk about.

But every flier and every traveller on the long Alaska road likes to stay here if he can. He doesn't have to unroll his sleeping bag [illegible] warm at night.

Like a good many installations in the northwest the airport was [illegible] by Canadians [illegible] from the Americans and although Canadian sovereignty is acknowledged the use of the field is largely American.

The first Americans flew in here [illegible] in a pontoon plane [illegible] They found [illegible] and a half-completed airport building.

RAPID CONSTRUCTION

The building of the [illegible] northern summer, was landed from steamers on the Alaska coast, then [illegible]

[illegible]

[illegible] with considerably more decorum. You sit down at the sound of a bell. [illegible] trying to figure out the occa- [illegible]

With Red Cross

Charles A. Jacobus, field director for the American Red Cross in Edmonton, who states that the Red Cross is striving to bring a few of the comforts of home to the troops along the Alaska Highway.

[illegible]

GREAT IMPORTANCE

[illegible]

Urge Canadian Navy Air Arm

[illegible]

[illegible] company is "Diamalite," an [illegible] compound composed of [illegible] may be applied to the surface of [illegible] the known [illegible] heat [illegible] corrosion and wear. Diamalite is [illegible] the edge of any known metallic product.

Literature may be obtained by writing the Diamalloy company direct at Toronto, Ontario.

—V—

SHE LIKES AIR-RAIDS

[illegible], England.—(CP)—At 82, Mrs. Harriet Knowelden, allegedly spent considerable time throwing her furniture about and "making a noise like an air raid." Her landlord obtained a court order that she vacate her apartment in 56 days.

—V—

There is a town named Axis in Alabama.

Diamalloy Products Used in Building Of Alaska Highway

[illegible] general manager [illegible] company of To- [illegible]

[illegible]

The town of Whitehorse, beautifully situated in the valley of the winding Lewes river, 110 miles east of Skagway, Alaska, is the nerve centre of the great Alaska Highway. It is at Whitehorse that Brig.-Gen. J. A. O'Connor, commanding officer of the Northwest Service Command, has his headquarters. A boom town in the days of the Yukon gold rush of 1898, Whitehorse is again experiencing a rush.

Mackenzie River Boasts Oddities

The Mackenzie River furnishes students of the area with many geographic oddities not encountered on more southerly rivers. For instance, on looking at a terrestial globe, the river running north appears to be defying all laws of gravity in so doing. Another strange but perfectly correct statement is that Aklavik, near the Arctic coast, is below, and at the same time above, Providence on Great Slave Lake.

Explanation of this lies in the fact that Aklavik, far to the north, is geographically above Providence. But at the same time, it is nearer the mouth of the Mackenzie, and hence is below Providence.

Forestry Service Controls Blazes

One of the greatest achievements in detection and suppression of forest fire outbreaks in Canada has been made by the Alberta government by the use of radio communications.

The employment of the radio has meant five crews can be on their way to outbreaks minutes after the fires are spotted.

Huge quantities of timber have been saved from conflagrations which would have raged had not prompt action kept the fires to small outbreaks.

In the calendar year 1940, 313 fires were reported, involving a total loss of $954,031.

—V—

The United States has some 1,000,000 miners.

HISTORICALLY—
From the first discovery of Turner Valley to the completion of the Alaska Highway . .

GEOGRAPHICALLY—
From the modern refineries in Calgary to the most recent Northern Air Depots . . .

ALBERTA'S PROGRESS RUNS ON OIL

and **THE BRITISH AMERICAN OIL COMPANY** Limited
points with pride to a pioneering record not unworthy of Alberta's Own

OIL FROM TURNER VALLEY?

It took faith to stay with the Turner Valley [illegible] from the days of the old Dingman well till Bob Brown and George Bell—backed by B-A—brought in the first major producer of crude in 1936.

[illegible]

[illegible] Canadian company [illegible] ultra-modern [illegible]

WHAT OF THE FUTURE?

[illegible]

TANKS (without tracks), THE SOLUTION TO ALCAN LOGISTICS

Logistics, 18 months ago, was a new word to most of us. Now we know it means the science of getting men and things to the right places at the right times.

The Logistics of the Alaska Highway were something! Everything . . . everything from bulldozers to insect powder . . . had to be hauled by internal combustion engines. And internal combustion engines need fuel and lubricants. But the fuel and lubricants themselves had to be both hauled and stored.

Yes, in the spring of 1942 anyone would have told you that the worst bottleneck of Alcan Logistics was the transport and storage of gasoline and oil.

B-A HELPED CLEAR THE BOTTLENECK

Tanks and more tanks solved the problem . . . Tanks mounted on skids to be bulldozed into the bush ahead of the road . . . Storage tanks of varying capacities . . . And throughout countless tank trucks manned by hardy men of spirit who kept B-A products moving from the railhead hundreds of miles up the highway.

Tanks which B-A provided, collected and [illegible] Tanks produced by a seeming miracle in the middle of a world war because the men who work for The British American Oil Company have the pioneer spirit which does not admit impossibilities.

AIR METROPOLIS OF THE NORTH

And the same pioneering spirit which brought about the development of Alberta's oil fields . . . which made available high quality aviation fuel to Alberta's pioneer air lines stands ready now to supply the needs of the post-war aviation development foreseen for this Province, at the strategic crossroads of the air world.

Canada's air future is naturally a major preoccupation of this great Canadian company.

B-A

THE BRITISH AMERICAN OIL COMPANY LIMITED

An Independent Company . . . Canadian In Origin and Ownership

41 YEARS
Growing with Edmonton

BIG 4
BIG 4
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EDMONTON

• **Moving, Packing, Shipping Household Goods**

Our Fireproof Warehouse Is a Safe Place to Store Your Furniture

Move With Ease

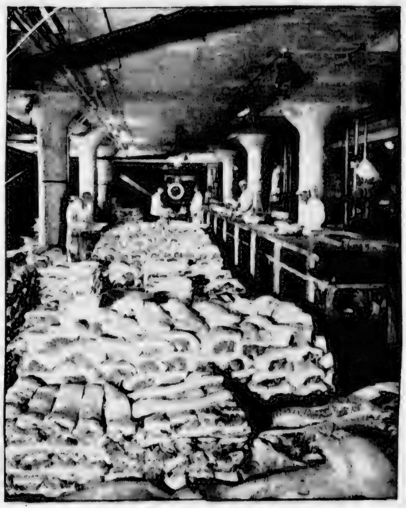
BIG 4
Van Lines Ltd. Edmonton

PHONE 21414 205 - 206 KRESGE BLDG.

ALBERTA INDUSTRY IN STEP FOR VICTORY

Coal Mining! The industry that feeds them all. Alberta mines produce over seven million tons annually. Alberta has valuable coal reserves of over forty billion tons.

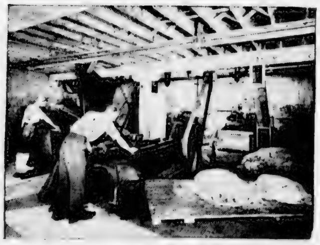
Line production methods in aircraft production! Now a familiar sight in Alberta.



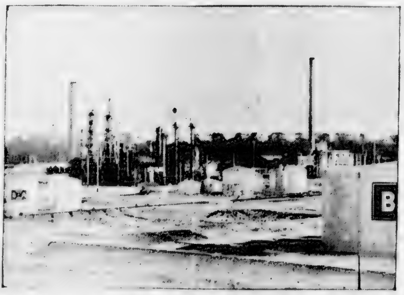
Food for the United Nations! Alberta meat products flow steadily from giant packing plants.

The Hon. E. C. Manning, Premier of Alberta and Minister of Trade and Industry, has pursued a consistent policy of assisting expansion of Alberta's primary and secondary industries. Pictured here are a few outstanding examples of Alberta industry, geared for victory production.

Lumbering! One of Alberta's oldest established industries, now going stronger than ever. Shown above is a typical saw mill in central Alberta.



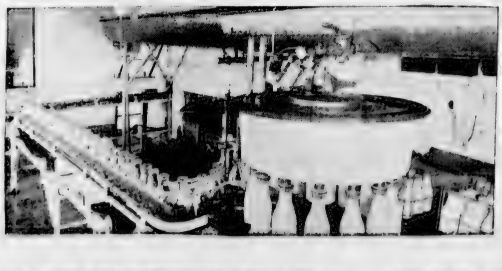
Shoes for the feet of millions! Army, Navy, Air Force and civilian needs are largely supplied from Alberta tanneries.



Bearing the load of heavier transportation, Alberta's petroleum refineries meet the fuel needs of the air roads, high roads and the sea roads of the world.

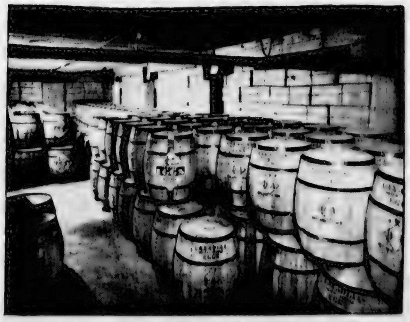
Alberta wool finds its way through these machines into blankets and clothing for the armed forces.

Refrigerated Alberta chicken, ready for export.



Milk, butter and cheese! Alberta's dairies feed the United Nations—tremendous quantities of butter and processed milk are exported every day.

In spite of rationing, Alberta's sugar production meets the ever-growing demand. It helps sweeten the situation.



Food for Britain! A carload of Alberta dried eggs, ready for shipment.

Advertisement

Steamboats Have Plied North Rivers for 56 Years

Hudson's Bay Transport Serves Needs of North Along Water Highways

[illegible]

Prominent

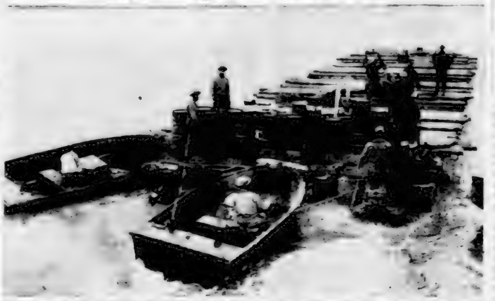
Lee S. [illegible], president of the Edmonton Exhibition Association [illegible]

[illegible]

TRANSPORT DEVELOPS

[illegible]

Loaded Barges Leave Fort Smith



Barges loaded with oil barrels for the machinery of war on the northwest front move out of Fort Smith on the long water journey north. Small power boats are pushing the heavy load away from the wharf. Work of this kind demands skill and knowledge of northern waters.

transport system is the largest basin in Canada and second largest on the continent. Only the Mississippi system covers a larger area. The Mackenzie Basin embraces an area of 682,000 square miles.

Principal sources of the Mac[illegible]

Distance from the Mackenzie outlet on Great Slave Lake to the [illegible] 1,000 miles. The whole waterway from the headwaters of the Finlay, a tributary of the Peace, [illegible] 2,525 miles.

EDMONTON'S IMPORTANCE

[illegible]

[illegible]tem and the Mackenzie, Athabasca and Peace drainage basins. The route of trade in Edmonton's earliest days was down from this vast area, through Edmonton, and down the Saskatchewan to Hudson Bay, but the coming of the railways and the airplane has changed the [illegible] part of this long journey. [illegible]

[illegible] and the Slave river as far as Fort Fitzgerald.

Then a portage is necessary because of rapids, to Fort Smith. The distance between the two settlements is 16 miles, and automobiles, trucks and tractors are used to portage passengers and freight across this land gap. Ryan Brothers operate this portage system.

From Smith, boats and barges radiate north, east and west. Some operate to Fort Rae and Reliance, at the northern and eastern ends of Great Slave lake; others run up the Mackenzie to Aklavik and Tuktoyaktuk on the Arctic coast; others move west via the Liard river to Fort Nelson in British Columbia and still others north and then east to Fort Franklin and Fort Dease on Great Bear lake.

The water transport season depends on the ice break-up on the lakes and rivers, and navigation always closes with the first freeze-up about the first of October. The [illegible] weeks before the lakes are free of ice, and Lake Athabasca opens about May 15, Great Slave [illegible] about June 15, and Great Bear lake, July 15.

Through these two or three months of Arctic summer, Hudson's Bay Company Mackenzie River Transport system shuffles goods up and down the whole 1,000-mile river system—a lifeline that in such a short time must perform a year's work, and without which northern commerce and northern life could not exist.

Placer gold is still the principal mineral product of the Yukon Territory, the value of the gold output in 1941 when 80 mines were operating being [illegible] pounds [illegible]

Dairy Manager

E. T. Love, manager of Woodland Dairy Limited, who predicts continued growth for Edmonton as a result of northern development.

Largest Park

Jasper National Park, [illegible]

Sees Post-War Air Progress Well Ordered

WINNIPEG, June 5—Post-war civilian aviation will not necessarily entail radical departure from present methods, H. Ho[illegible] Kenyon, supervisor of pilot training for Canadian Pacific Air Lines, declared here recently.

[illegible]

Vast Klondike Is Governed From Dawson

Dawson, administrative centre of the Yukon Territory, [illegible]

FERRY CROSSING

[illegible]

Moose, Caribou Roam Northland

[illegible]

TORTURE OF CHARMING

[illegible]

Congratulations

to the

BUILDERS OF THE ALASKA HIGHWAY

Today the Alaska Highway is a significant and outstandingly important factor in the offensive actions against the Axis. It will be increasingly so as time goes on.

Complementary to the tremendous importance of the Alaska Highway, is the value of the Mackenzie River and other northern waterways, which are playing a vital role in the transportation of material to strategic points.

To all those associated with the construction of the Alaska Highway and in the transportation of supplies over it and the network of waterways in the great Canadian northland, the Hudson's Bay Company Transport Department, Mackenzie River Division, pays profound and enduring tribute, in the knowledge that such effort will vitally contribute to the winning of the war, and hasten the day when peace reigns on this earth.

Hudson's Bay Company.
INCORPORATED 2ND MAY 1670.

TRANSPORT DEPARTMENT MacKENZIE RIVER DIVISION
10129 103 STREET, EDMONTON

GROWING with GROWING EDMONTON!

KRESGE'S
5-10-25¢ S. S. KRESGE COMPANY 5-10-25¢
5-10-25¢ S. S. KRESGE COMPANY 5-10-25¢

The S. S. Kresge Store, 101 Street in Edmonton—Inset Is Lamont R. Ross, Manager.

KRESGE'S

of Edmonton

KEEP PACE

with the future!

YEARS of observation has convinced us that "Time, That Tough Old Tester, Always Tells the Truth" . . . and EDMONTON, "The City With a Future," has passed the acid test. A far cry from the Indian Trading Post and Horse and Buggy Days of yesteryear.

EDMONTON holds an enviable position in the parade of Progress, and we are indeed proud of the part we have played during our brief five years here in the growth and development of this city.

We extend warm congratulations to the builders of the great Alaska Highway and welcome our "GOOD NEIGHBORS" from the United States.

TOILET ARTICLES

Amore Nail Polish, popular shades	15c
Cutex Nail Polish	25c
Nu-Tone Polish Remover, 4 fluid ozs.	20c
Extra Soft Velour After Bath Powder Puff, 3½"	10c
Heather Rouge	17c
Tan With Gaby Greaseless Lotion	39c and 69c
For Sheer Loveliness use 'Duration" Leg-do	43c
Sponges for applying Leg-do	15c
Beauty Maid Hair Remover	2 for 25c
Ben-Hur Perfume	10c
Mountain Laurel Cologne, (A Hinds Product), 11 fluid ozs.	98c
Complete line of "House of Westmore" Products.	
Keep happy with "Cro-Pax" Foot Aid.	
Just arrived, another large shipment of Plastic Soap Boxes	25c
Jergen's Lotion	10c, 25c and 47c size
Thayer Olive Oil All-Purpose Cream, 6 oz.	25c
8 oz.	35c

TOYLAND

Wheelbarrows	98c
Paint and Cut Out Books	9c and 20c
Jig-Saw Puzzles	29c, 39c, 49c and 59c
Beautiful Dolls	35c to $2.49
Stamps for the Stamp Collection, 5c, 10c, 15c and 25c	

STATIONERY

Complete Line of Picnic Supplies—	
Perkins Wax Paper, 100' rolls	25c
50' rolls	15c
Fancy Embossed Napkins	15c
Birthday Cake Decorations	6c and 10c
R.C.A.F. Stationery	15c and 25c
Visit our new Book Department. Popular Authors	59c, 98c, $1.39

HARDWARE

[illegible]	[illegible] and 10c
[illegible]	25c
Acid Core Solder	20c
Paste Solder	15c
Soldering Irons	45c
Pot Cleaners	10c
Food Covers for the Ice Box	39c

GLASSWARE

'Fire-King' Oven Ware—Every Piece Guaranteed—	
10" Pie Plates	39c
1pt. Casserole	45c
[illegible] Casserole	59c
Glass Cups and Saucers, each	20c
Decorated Tumblers, each	10c
Crystal Fruit Bowls, each	45c
[illegible] Sandwich Tray, each	39c
[illegible] Tea Pots, made in England, 6 cup size	[illegible]
Save Stockings with invisible Footlets, pair	27c
Campus Hose, pair	49c
Boys' Golf Hose, pair	39c
New Line of Summer Ties	25c, 49c and [illegible]
Use 'Fruit Keep' this season. No Sugar Required, Package	25c
Complete Line of Garden and Work Gloves	20c, 25c, 29c and 45c

LUNCH COUNTER

When downtown shopping, make arrangements to meet your friends at the KRESGE Lunch Counter. Delicious [illegible] meals at popular prices, special Afternoon Tea menu, sandwiches, home-made pies. Breakfast served every morning from 8 o'clock.

S. S. KRESGE CO., LTD.

10137 101 Street
EDMONTON

North Oil Development Solves Supply Problem

Fuel From Fort Norman To Become Vital Factor In War Against Japan

The problem of supply has been the chief headache of every commanding general since the time of Alexander [illegible]

[illegible]

RAPID CONSTRUCTION

[illegible]

Supplies For North Loaded at Fort Smith

[illegible] Fort Smith [illegible] along the great water system extending to the Arctic. Large quantities of pipe for projects vital to the war are being [illegible] in the scene above. The rush to the north is the greatest in history.

[illegible]

SEVEN EXPEDITIONS

[illegible]

When completed the line will bring the oil to a refinery which will be erected in the vicinity of [illegible]

Huge Skyhook On Each Plane Is Suggestion

[illegible]

Birds Abundant In Northwest

[illegible] ... last September.

New Oil Needs As Northland Is Opened Up

What lies in store for northern development in 1943 no man can say, beyond the fact that the general scene is unquestionably brighter than it was a year ago. It is to be fervently hoped that the terrible obstacle placed in the path of such development last year may never be experienced again.

[illegible]

[illegible] on, and adjacent to this great road, is said to contain tremendous wealth in coal, minerals, forests and water power.

In the post-war world which is coming this new land will without question offer assistance in [illegible] rehabilitation problems, which may perhaps be many.

WILL REQUIRE OIL

[illegible] will be needed for every form of industry and travel. It is urgently needed now for continuance of the war effort in extreme northern regions.

Transportation from the United States is a major undertaking and [illegible]

EMPIRE EXCHANGE
DEALERS IN
Trappers' and Prospectors' Supplies
Outfitters for Alaska Highway and Fort Norman Project — Sporting Goods —
We Also Handle Raw Furs
10[illegible] 101st Street Edmonton
MAX WEINLOS [illegible] Phone [illegible]

SMITH BATTERY AND AUTO ELECTRIC

Servicing Auto Ignition Systems For Years

[illegible]

10125 105 Street *Phone 22649*

WELL DONE AND CONGRATULATIONS

PIONEERS OF THE GREAT ALASKA HIGHWAY

We are proud to have been able to supply you with comfort in those hundreds of

"PIONEER BRAND"

"YUKON" DOWN SLEEPING ROBES and "DRY-BAK" WATERPROOF SUITS

JONES TENT and AWNING LIMITED
43 West Hastings St. Vancouver, Can.
[illegible]
Manufacturers of Canvas Goods and Clothing and Outfitters of Outdoor People

MOTHER IS DOING WAR WORK . . . I'M DOING THE HOUSE WORK . . .
Clean-Rite Is Doing the Cleaning

- SUITS
- COATS (Spring)
- DRESSES

Perfectly Cleaned — ONE LOW PRICE **50c**

9 Years Growing with Edmonton
CLEAN-RITE
9546 111 AVE. CLEANERS PHONE 71355

FURS!

ONE OF CANADA'S PRINCIPAL MARKETS FOR NORTHERN RAW FURS

- *Full Market Prices*
- *Lower Selling Rates*
- *Quick Remittances*

OUR AUCTION SALES PROVIDE
UNEXCELLED MARKETING FACILITIES FOR
RAW FURS

MANUFACTURERS, BROKERS AND DEALERS — FROM ALL OVER THE CONTINENT — MEET IN OUR SALES ROOMS TO BID FOR YOUR FURS.

EDMONTON FUR AUCTION SALES LIMITED
BAIN BUILDING EDMONTON

Oil PUSHES ONWARD

THANKS to the skill of engineers, the almost super-human strength of men stimulated by patriotic zeal, and countless internal combustion engines driven by Diesel Fuel Oil and Gasoline, the "impossible" has been accomplished. The Alaska Highway from Edmonton, Alberta, to Fairbanks, Alaska, is an accomplished fact. Imperial Oil Limited congratulates the men who carried this important project to a successful conclusion.

The power that pushed a modern highway 1600 miles through dense northern forests—over rugged mountains and deep, wide rivers, in a few short months, is Petroleum—Gasoline, Diesel Fuel Oil and Lubricants. Many hundreds of powerful motors in trucks, bulldozers, tractors, graders, power saws, pumps and power plants had to have a sure and continuous supply of these products.

Day and night this flow of fuel and lubricants to scores of camps scattered along the entire 1600 miles of road never stopped. For motors seldom were turned off. It was a race against time and weather, below-zero cold and treacherous thaws, muskeg swamps and mountain grades—to accomplish the "impossible".

IMPERIAL OIL LIMITED

★ ★ ★
IMPERIAL
PRODUCTS

Since 1880 IMPERIAL OIL HAS Pioneered IN CANADA

★ Imperial Oil Limited was [illegible]

★ [illegible]

★ [illegible]

★ [illegible]

★ [illegible]

★ [illegible]

★ Imperial Oil [illegible] at Dartmouth, N.S., Montreal, [illegible] Regina, Sask., Ioco, B.C. and Fort Norman, N.W.T. [illegible]

★ In 193[illegible], Imperial Oil [illegible] British dirigible R-100 on occasion of its first North Atlantic flight.

★ [illegible] perial Oil [illegible] under the [illegible]

Telegraph Trail of 1865 Early "Highway" to Alaska

Colonel Charles Bulkley Headed Hardy Expedition That Planned Line to Asia

By LT. RICHARD L. NEUBERGER

Aide to Brigadier-General J. A. O'Connor, U.S. Corps of Army Engineers

[illegible] Alaska International highway has fired men's imaginations. Governor Ernest Gruening [illegible] Alaska calls it "The New Northwest Passage," the [illegible] Asia and the Orient.

[illegible] was dedicated Vice-President [illegible] The Alaskan [illegible] America to Siberia. In the not too distant future I believe it will be possible to drive from Buenos Aires to Moscow.

[illegible]

[illegible] Preparations were thus [illegible]

Here was Colonel Bulkley himself in the bitter winter of 1866 and [illegible] reporting to his superiors on places which now have a niche in world strategy: "We arrived at Petropavlovsk and found the S.S. Golden Gate lying in harbor. Mr. Abasa (chief of the Russian engineers) and one of his party started from this place moving northward through the peninsula of Kamchatka, intending to arrive at the head of Thyinsk bay in time for snow travelling westward. The Russians, sensible of the importance of the enterprise, have neglected no opportunity to express the most kindly and highest interest in our success, receiving us with unbounded hospitality."

Today Petropavlovsk and the dagger-like Kamchatka peninsula [illegible] against Japan. So, too, does Nickolayevsk, where long ago Abasa [illegible]

OPERATING HANDICAPS

[illegible]

General's Aide

Lieutenant Richard L. Neuberger, aide-de-camp to Brigadier-General J. A. O'Connor, head of the Northwest Service Command, who has written the highly interesting story about the Telegraph Trail expedition appearing on this page. Lt. Neuberger is a member of Oregon State legislature and an author of note.

[illegible] and by preparing for it in time [illegible]

[illegible] Union party hewed a 20-foot right-of-way out of the forests. For nearly eight decades this swath has been known throughout British Columbia and Alaska as "The Telegraph Trail." Aviators have used it as a route to guide them to Alaska. Near the British Columbia-Yukon line the Telegraph Trail becomes part of the Alaska Highway.

As the work progressed, Colonel Bulkley received his reports from the wilderness.

As some of the parties entered Russian-America and others roamed across Siberia, hardships multiplied. The temperatures crowded 70 degrees below zero. Men's eyelids froze shut. Boards became as hard as the telegraph wire. Colonel Bulkley complained to Secretary of State Seward that the navy was failing to deliver the promised supplies. Capt. R. J. Bush, in a masterpiece of understatement, wrote from Bush's station in Siberia:

"I regret very much that the crowded state in which our house has been during the past winter prevented me from taking any observations of the effect on the line by the Aurora Borealis. A house 25 feet square occupied by from 30 to 60 men to eat and sleep leaves but little room for experiments."

Slowly but steadily the adventure went forward. Poles were erected, lines strung and routes surveyed. Negotiations even were started to extend the line to China. Then in the summer of 1866 the steamship Great Eastern [illegible] the Atlantic cable. Europe and America were [illegible] united across the ocean. The [illegible] North America and Siberia seemed unnecessary. The Western Union company issued orders to stop work.

[illegible]

Indians in British Columbia still ride on packhorses along the trails [illegible]

[illegible] the [illegible] Alaska International military highway is one of the first efforts to follow that trail.

INSPIRES GEN. O'CONNOR

"Whenever I think we have difficulties," said Gen. O'Connor, the commander of the Alaska Highway, "I can thumb through the journal kept by Col. Bulkley and see the practically insurmountable obstacles which he and his men subdued." Although the Bulkley journal is still in the Portland library, copies have been photostated at the order of Lt.-Col. Paul W. Thompson, a noted author in his own right and the head of intelligence for the army engineers.

A copy is now in Gen. O'Connor's office and another in the office of Brigadier Gen. Clarence L. Sturdevant, assistant chief of army engineers, who outlined the basic plan for constructing the Alaska Highway. Gen. O'Connor has said he hopes to be able to present additional photostatic copies to libraries in such cities as Edmonton, Vancouver, Victoria, Prince George, Whitehorse, Seattle, Juneau, Fairbanks and Ketchikan, and other places directly or indirectly associated with the Alaska Highway and the Telegraph Trail.

Knows Northwest

Robert "Bob" Randall is another veteran of the north sky trails. He was pilot of one of the planes that searched for the lost Russian flier, Lavaneffsky, who disappeared in the northwest while on an attempted flight from Moscow to the United States a few years ago.

Game Plentiful In Yukon Area

[illegible] of the Yukon Territory is its many [illegible] such big game as mountain sheep [illegible] and bear. The most widely known big game districts include a large area extending [illegible] from Kluane Lake to the Upper White River and including the Donjek River, the region adjacent to Teslin Lake in the south [illegible] areas [illegible] of Big Salmon, Macmillan, Ross, and Stewart Rivers. Game is also found in the area between the Yukon, Porcupine and Peel [illegible]

Mountain sheep are numerous in the Yukon. Among the species which occur is the Dall or white mountain sheep, one of the most prized trophies of hunters. White sheep are found principally in the southwestern and northern parts of the Territory. Mountain sheep ranging in color from grey to brown, including the "saddleback" or Fannin variety, are also found in various sections of the Yukon. They are closely related to and intergrade with the Dall sheep. Mountain goat are found in a few districts of southern Yukon.

PRODUCTS OF WESTERN INDUSTRY

Western Canada is playing a vital part in supplying the needs of Canadians at home and on the battlefronts. In the war [illegible] the products of Western Canadian industries will continue to fill an increasingly important place in the life of the whole Dominion.

FURNITURE • MATTRESSES • BOX SPRINGS

QUALITY CONTROLLED FROM RAW MATERIALS TO FINISHED PRODUCTS

From raw materials to finished products, every step in the manufacture of Hammond [illegible] furniture and bedding is carried out in Hammond plants by skilled craftsmen. This makes possible rigid control of every production detail according to exacting Hammond specifications. As a result, Hammond [illegible] furniture and bedding—designed and produced in British Columbia—has won a reputation for outstanding style, quality and utility all over Canada.

HAMMOND HARDWOOD MILLS—

[illegible]

HAMMOND FURNITURE COMPANY—

[illegible]

VANCOUVER BEDDING COMPANY—

[illegible] comfort and durability. Every mattress has the best of upholstery and ticking.

Hammond

FURNITURE COMPANY LIMITED

HEAD OFFICE: 830 CLARKE DRIVE, VANCOUVER, B.C.

GENERAL ELECTRIC Equipment

is Harnessing Power for CANADA'S WAR INDUSTRIES!

[illegible]

CANADIAN GENERAL ELECTRIC CO. LIMITED

Sydney • Halifax • St. John • Quebec • Sherbrooke • Montreal • Ottawa • Toronto • New Liskeard • Hamilton • Sudbury • London • Windsor • Fort William • Winnipeg • Regina • Saskatoon • Lethbridge • Edmonton • Calgary • Trail • Kelowna • Vancouver • Victoria

Gas Company Struggles To Meet Great Demands Of War-Busy Edmonton

By JULIAN GARRETT

General Manager Northwestern Utilities Ltd

Because of the necessary curtailment of the use of critical war materials, and because of the shortage of man-power, brought about by the war, many unusual problems have had to be met and solutions sought under the limitations that have arisen. While this is a general statement applicable to almost every business and industry throughout the country, the natural gas business is certainly no exception.

Gas in Demand

Julian Garrett, general manager of Northwestern Utilities Ltd., who describes the struggles of his company to meet vastly increased demands for fuel under war conditions in Edmonton.

A high percentage of its employees have enlisted in the country's armed services, and their places have had to be filled, temporarily at least, by persons largely untrained in the business. Furthermore, because of the huge war load which has been superimposed upon the ever-increasing civilian load, staffs have had to be materially augmented.

On the other hand, the basic material required to expand the facilities of a natural gas utility, in order to meet the increasing demands for service, is steel, one of the most critical materials in a war of the present magnitude. Permits for its use must be obtained from the steel controller; priorities must be sought; and such other governmental authorities must be secured as may be necessary under the circumstances. The need for such regulation is obvious, but it all takes time, and time is an element of vital importance in the extension of gas service to war establishments which seem to grow up with the rapidity of the proverbial mushroom.

Edmonton is now a city of considerable importance in the prosecution of the war effort. Many units of the Combined Air Training Plan [illegible] Northwest Division of the United States Engineers [illegible] in connection with the development of the Alaska Highway, and other projects. Numerous army reserve units are located here, as well as many industries directly and indirectly connected with the war effort.

It [illegible] practically all of these war establishments demand natural gas for their fuel requirements. There are many sound reasons. It is clean, convenient, economical, and safe. No storage space is required nor is [illegible]. It is flexible, easily controlled, and labor is reduced to a minimum.

THINGS MOVED FAST

It will be remembered that Canada's war effort did not apparently gain impetus very quickly in the early part of the war. This tendency is also noticeable in the demands made upon the gas company in Edmonton during this early period. However, after we got into our stride, things moved along with increasing rapidity, all of which is reflected in the following statement, showing the maximum peak hourly demand for gas and the annual [illegible] of establishments directly concerned with the war effort in Edmonton:

	Max Peak Hrly Demand Cu Ft.	Annual Consumpt'n Cu. Ft.
1939	15,000	41,900,000
1940	34,000	91,400,000
1941	84,500	219,400,000
1942	167,300	427,800,000
1943 Est	326,600	816,500,000

The above figures are in respect of the following: [illegible] Canadian Navy Volunteer Reserve, Department of National Defence, No. 2 Air Observers' School, R.C.A.F., Department of National Defence (C.O.T.C. University of Alberta), Aircraft Assembly Plant, No. 4 Initial Training School, R.C.A.F., No. 3 Manning Depot, R.C.A.F., Base Ordnance Depot Military District No. 13, U.S. Army and Northwest Airlines at Airport, U.S. Engineers Division Office (Area Project), U.S. Contractors on Alaska and Canol projects, U.S. Army Engineers (Dominion Motors Building), U.S. Army Signallers, and Northwest Airlines (Old Government House).

Gas is used in these war establishments principally for cooking, water heating, and space heating, but in the production of war equipment and supplies, gas is particularly adapted for many industrial heat-treating processes. It is used for tempering steel parts under temperatures up to 1800 deg., with the heat automatically controlled and continuously recorded. Other metals are given various treatments by the application of gas heat, where refinements of temperature and control are essential.

GAS SAVES TIME

At the plant of Aircraft Repair Limited, it was the custom to make up a certain tubular frame for airplanes, using several oxy-acetylene torches and several men to heat the tubing as it was formed into a [illegible]. This process was found to be very cumbersome and an inferior product [illegible] resulted. In cooperation with our engineers, a small heating furnace was designed [illegible] sufficiently to permit [illegible] men to bend the tube into its circular form in a matter of two minutes, thus saving a considerable number of man hours of labor and eliminating the use of oxy-acetylene torches. The resulting product [illegible] far superior and in fact compares very favorably with the original manufactured product.

Natural gas is not only contributing [illegible] Edmonton [illegible]

[illegible]

[illegible] of homes into suites, to accommodate two or more families. These conversions have been greatly facilitated because of the availability of natural gas to solve the fuel problem. Had it not been for the ease with which this patricular problem could have been solved, undoubtedly a great many of these conversions would never have been attempted.

It should also be mentioned that about 85% of the production of the packing plants in Edmonton is devoted to the supplying of the needs of Great Britain and our armed forces in Canada and overseas. These packing plants will use in 1943 about 683,000,000 cu. ft. of natural gas, 85% of which is 580,000,000 cu. ft. This added to the 816,500,000 cu. ft. to be used this year by our war establishments, amounts to 1,396,500,000 cu. ft. or about 20% of our total estimated sales for the year. Gas is also used in many other industries and establishments which are also contributing to the war effort.

NEED EXTENSIONS

The City's War Housing project, [illegible] new homes, contemplated the installation of gas in each home for all domestic purposes. The gas company has not been advised of the exact area in which these homes are to be built. However, it has been intimated that, in order to prevent overcrowding of schools, it may be necessary to locate them in five or six different areas. An effort will be made to so locate them as to reduce to a minimum the [illegible] extension of utility services. Notwithstanding this, however, so far as gas in concerned, some major extensions will probably have to be made.

To provide for the necessary additions of our plant, to enable the company to meet the extraordinary increase in the demand on our system, has resulted in constant planning to meet changing conditions, and because of the shortage of materials and the difficulty of obtaining them when and in the quantity desired, we have had to exercise a considerable amount of foresight and even ingenuity.

For example, in the fall of 1940, we estimated that it would be necessary to add another 9½ miles to our duplicate main line. An order was accordingly placed for that amount of 12¾" pipe, for delivery May 1, 1941. Subsequently we were advised that the delivery of this pipe could not be made until some time in August. Considerable difficulty was experienced in getting the necessary priorities, with the result that the delivery date was advanced several times. We finally got the pipe however, on October 16.

Five wells in the Kinsella field had been drilled that year, and as the production of these wells was found to be much higher than had been anticipated, it was found by carrying slightly higher pressure on our main line that seven miles of duplication would be sufficient to meet the demands on the system during the following winter.

HAD TO IMPROVISE

At the commencement of the 1942 construction season, we therefore had [illegible] miles of 12¾" pipe on hand. We had planned, in 1942, on duplicating 4½ miles of our main line between Viking and Edmonton, with 12¾" pipe, and on enlarging 57 miles of our 6" line between Viking and Kinsella with 10¾" pipe. We therefore placed orders in December, 1941, for the required quantity of pipe. We obtained a priority which we thought would enable us to get delivery of the pipe on July 1. However, we [illegible] for a higher priority which [illegible] got, only to be [illegible] higher priority which [illegible]

[illegible]

We then [illegible] Viking and Kinsella [illegible] 41 miles of [illegible]

[illegible]

were also authorized to proceed with the completion of the [illegible] ing of 12.8 [illegible] enlargement of 17 miles of 6" [illegible] line with 10¾" pipe was also authorized. In view of the increase in demand [illegible] necessary to seek permission to drill three additional wells and [illegible] the connecting field lines. [illegible] Steel Controller's permit has been obtained and we are now seeking the necessary priorities for the materials involved.

HEAVIEST CONSTRUCTION

We are faced with the heaviest construction program in our history, since the original construction of the system. Our estimated capital expenditure this year will amount to about $500,000 [illegible] up as follows:

Production System	$24[illegible]
Transmission System	21[illegible]
Distribution System	62[illegible]
General Property	10,000
Total	$5[illegible]

Due to the large amount of Dominion Income and Exess Profits Taxes which we are required to pay, only a very small portion of the revenue derived from the new business added to our lines is retained by the company, but in spite of this, we have the gratification of knowing that we are in some measure contributing to the war effort and doing the best we can to alleviate the fuel shortage in the City of Edmonton.

Yukon Flowers Delight Visitor To Far North

The Yukon is a land of flowers. They grow wild almost everywhere and in great profusion. They are a constant source of delight to the visitor, for their luxuriance, color, and fragrance give an additional touch of beauty to many a lovely scene.

They grow in the valleys and the lower slopes, and even on the higher spaces above timberline [illegible] be found the hardier [illegible] refuse to be beaten [illegible] temperature and [illegible] Nearly 500 varieties of wild flowers, ferns, and shrubs have been identified in the Yukon.

The [illegible] with a [illegible] species such as Indian paint brush [illegible] from brick-red to cherry, appear in the Yukon in lemon and magenta shades. Characteristic species include arnica, shrubby cinquefoil, marsh marigold, yellow [illegible] Arctic poppy, mustard [illegible] let, vetch, goldenrod, Drummond [illegible] the Yukon as is a [illegible] buttercup.

BEWILDERING CHANGE

In the natural cycle of the seasons the landscape undergoes an almost bewildering change in [illegible]. From early spring, when the [illegible] pasque flower—known [illegible] the purple crocus—pushes its head above ground until the last [illegible] leaves of autumn [illegible] down, a constant [illegible] beauty embellishes the [illegible] side. By June [illegible] landscape are carpeted with purplish-blue lupine, broken [illegible] there by the wild A[illegible] Jacob's ladder. On the higher slopes are the mountain forget-me-not, mountain [illegible] liant cerise shooting star [illegible] down grow the [illegible] man's breeches, bleeding heart [illegible] tiny prototype [illegible] variety—and [illegible] that flourish during the long [illegible] of summer [illegible]

Among [illegible] the Yukon are several varieties of the orchid family. [illegible] mon is a white orchid with large purplish-pink splotches. It grows on sandy hillsides, as well as on lower levels. Also found is the Siberian orchid or Franklin's lady's slipper. Occasionally a pure white orchid is discovered, an exquisite single flower exhaling a faint but delicate fragrance. Within a few minutes' walk of Dawson [illegible] found growing the fragrant bog orchid, the fly-spotted orchid, the dainty coral root, lady's tresses, and calypso.

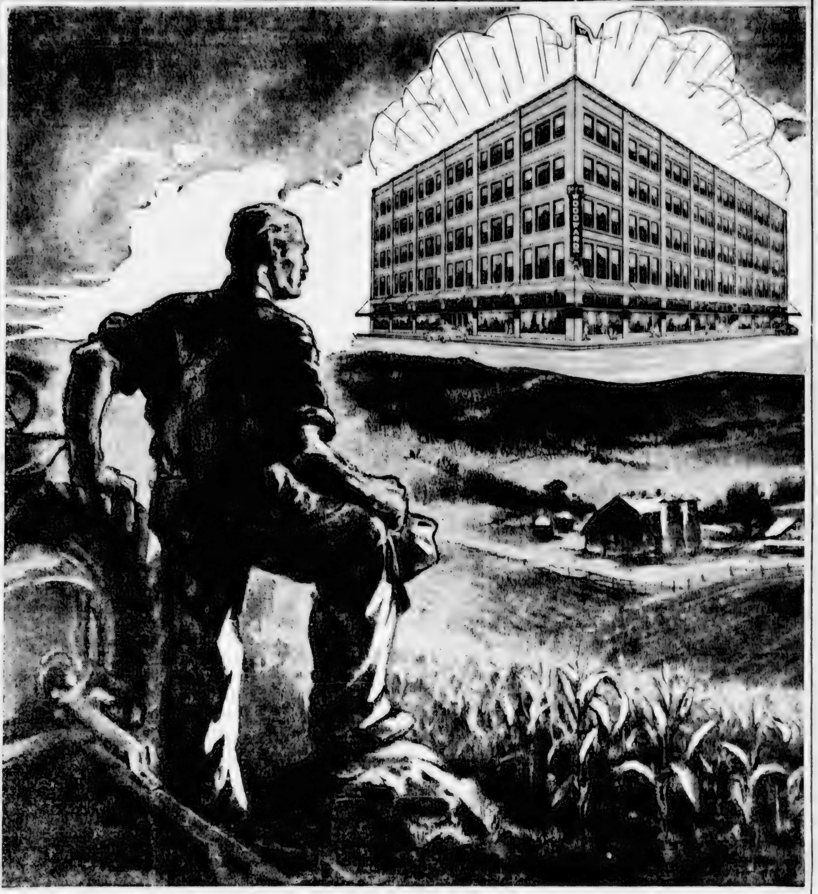
By late July distant hills and mountains, roadsides [illegible] of trail are colored [illegible] magenta-purple of the [illegible] presaging the coming of [illegible]. Later as trees and shrubs change color, Nature add[illegible] by painting the [illegible] brilliant shades of scarlet and [illegible] —a closing pageant [illegible] crystalline flakes of snow [illegible] la[illegible]

QUIET, PLEASE

[illegible] age regulations of Pinehurst, N.C.

—V—

The Klondike gold mines are reached by airplane and river boats coming down 460 miles from Whitehorse [illegible]



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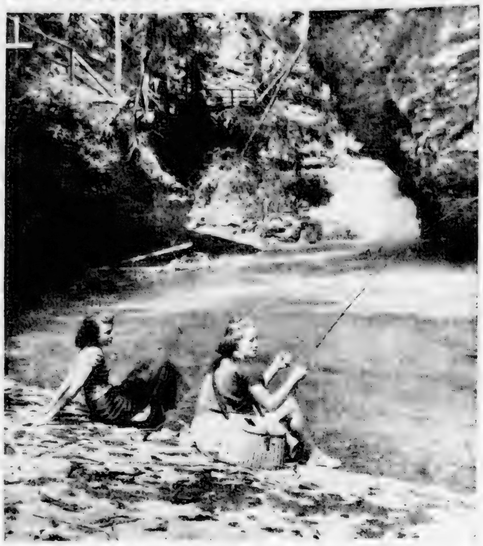
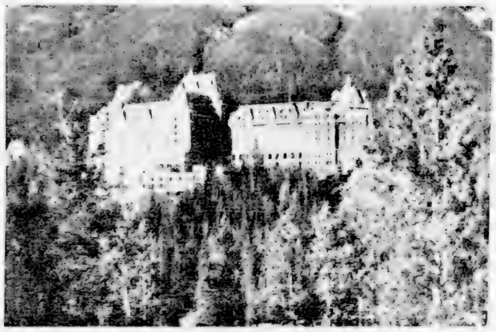
Beautiful Banff National Park Beckons to Tourists

[illegible] Banff National Park



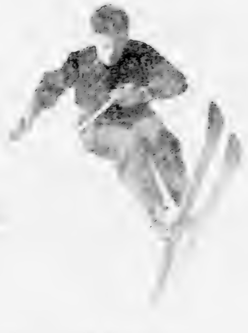
Fishing in Johnston's Canyon in Banff National Park

[illegible]



[illegible]

[illegible] in Banff National Park



[illegible] Banff National Park

Mile-high golf course at Banff in the Canadian Rockies

Advertisement

Stirring Saga of Northland Reads Like Fairy Tale

Day of Colorful Bush Pilot Is Drawing Rapidly to a Close As Aviation Annihilates Space

Every new art, every new [illegible] ... Who [illegible] to the peoples of another day, the impassable was made possible by the [illegible], the enterprise and the skill of an [illegible], a [illegible], Columbus or a Champlain. The oceans were conquered and the [illegible] of the sea [illegible]. [illegible] ... and mightiest ocean of them all had to be explored. The way had to be made safe for the airborne traveller. Man took to wings. Here again was the challenge to courage, to enterprise and to skill. In the great [illegible] of Canada [illegible] of that pioneering was done. It was done by the bush pilot. Many of them gave their lives to [illegible] ... Paul Calder, Andy Cruickshank, [illegible] ... In the [illegible] ... gave their lives and also those intrepid airmen, now living, who made the trails of the sky safe.—EDITOR.

By LEO McKINNON
C.P. Air Lines

From time to time, a great deal has been written about the "bush pilots". The glamor of these aerial pioneers has appealed to many authors and has been the subject of many articles and books. The romance of their nomadic existence has been like something out of a fairy tale. Just as the knights of old came riding their snow-white steeds to perform deeds of unbelievable daring, so the bush pilots came winging across the horizon bringing food to starving trappers, medicine to plague-infested settlements and solace to the lonely, isolated posts in the far north.

He carried the sick or injured to the great "outside" where care could be given, and he brought the good things back that meant so much at Christmas or holiday time. He was contact with civilization for so much of the unexplored and sparsely-settled northland and he was friend, advisor, banker, personal shopper and a thousand other things for the people in these remote regions.

That country became his country, its people his people, their code his code, their customs his customs, and their interests his own.

His work has made possible the immense development of the rich northern resources.

We look with reverent awe at the exploits of these intrepid airmen and the marvelous feats they accomplished, but we are inclined to forget the hardships and difficulties that were their lot. Because memory is such a faulty historian we remember the highlights and perhaps gloss over the dreary days when troubles beset them and dogged their footsteps.

These men, to whom every day was an adventure, took the good with the bad, the bitter with the [illegible] connected with sitting under an oil-soaked engine cover nursing a gasoline filled blow torch that might explode any minute. It was a dirty, messy job and exposed the watcher to pneumonia, but it was the regular morning routine of the early flyer during the long cold winters. Crouching close to the snow inside the tent-like engine cover for hours at a time the [illegible] was almost unbearable and the fumes deathly, but without that preliminary step the motor could never be coaxed to life in sub-zero weather.

Tramping down runways on snowshoes so that the under-powered aircraft might lift itself into the air was another wearisome task. Miles of hiking back and forth until a track wide enough and long enough for a runway was broken down and the skis could plow through was followed by hope and a prayer that the machine could be kept on that path until it was airborne. One small error and the job had to be done over again. Emergency landings in desolate spots sometimes were necessary and the pilot had to walk out for help.

In one instance that comes to mind, he lived for four days on a bar of chocolate and a pound of butter. Not a very appetizing menu. When the lights of a small Indian village were sighted they looked more welcome than the lights of Broadway. They didn't have weather stations to tell them the conditions along the way. They flew as far as they could and then sat down on a lake or clearing to wait. They made their own camp, cooked their own food, and when the delay was prolonged washed their own clothes. They repaired their own ships with the materials at hand, improvising as best they could.

MADE OWN PROPELLER

The story is well known of the pilot who fashioned the wooden propellor when his own broke and then flew the plane out to where proper repairs were available.

Flying over unchartered lands, they followed waterways and sometimes, when the weather was bad, and the ceiling low, they flew only a few feet from the water, following every curve and bend in the stream. They called it "steam-boating" and death lurked around every corner for the unwary. Eternal vigilance was the price of safety. These are but a few phases of the "bush pilot's" life. Countless others might be recalled if one were to spend a few hours in the company of some of these early flyers.

Get a couple or more together and the talk will turn to aviation because it is their whole life. Sit in on one of these sessions of "bunk-room" flying and the true story of the bush flying unfolds itself, colored with the experiences of the men themselves. They were a strange breed, these clear-eyed young veterans. A great number of them are still young in years though old in the ways of birdmen. On some the mantle of fame has rested, but for the most part they have remained in obscurity.

Names like McConachie, May, Dickins, Gilbert, Field, Cheesman and Kenyon are bywords where wings are the topic of conversation but there are some scores of unknowns who have left their mark on aviation's progress. Men like Sawle, McNeal, Windrum, Potter, Van Hee, Mahone, Brintnell, Luck, Patry, McLaren, McMillan, and others have been an integral part of an era that is almost gone. The bush pilot is becoming a legendary figure.

In some remote areas the species still exists but for the most part the northern flyer has undergone a complete change. No more does he set out to fly . . . by the "seat of his pants," going where fancy leads him. No more does he lose contact with the world for days and even weeks at a time.

THE MODERN SYSTEM

Today's northern pilots fly according to a pre-arranged schedule, at a given altitude over a set course. He maintains radio with his base every 15 minutes. The weather is charted for him in advance. His flight instruments are the most modern available and his ship is often a twin-motored metal plane that travels at speeds that would have shocked the early bush pilot. Radio beams guide him from one modern airport to the next and whether he can see the ground and the landmarks or not, he is traveling on an aerial highway that is clearly marked.

The older type of float plane is rapidly falling into discard, replaced by wheel-equipped aircraft that can fly faster and carry more than pontoon ships. Experienced ground crews have taken over the maintenance of planes and expert attention is given to motor and air-frame alike. The "bush pilot" now wears a smart navy blue uniform with gold stripes denoting his many hours of air experience and part of his time at home is spent with intensive instrument training to familiarize him with the latest developments in aerial navigation. He must pass rigid medical tests to insure his physical fitness and vitamins are fed him according to a carefully prepared formula.

Nothing is left to chance, everything has been brought up-to-date. Exit the "bush pilot" . . . enter the well trained, methodical and capable northern flyer.

Lauds Pilots

Leo McKinnon, of the C.P. Air Lines public relations department, who salutes a vanishing race of the clouds, the north bush pilot, in the accompanying article.

Nazi Suicide Planes Might Bomb Canada

By B. T. RICHARDSON
Edmonton Bulletin Ottawa Bureau

OTTAWA, June 5.—The man who buys the bombs and planes for the R.A.F. told The Edmonton Bulletin recently that the weight of the bombing offensive against Germany will go on increasingly steadily, that the war industrial capacity of Germany has already been "very, very seriously hit and mauled" and the German air force is showing every sign of being "very seriously stretched."

In fact, Air Chief Marshal Sir Christopher Courtney, air member of R.A.F. for supply and organization, one of the top-level air war generals on the Allied side, with English understatement put it this way: "We are very heartened recently with the results of our bombing of Germany and occupied countries. We can see it is having a big effect. They are getting a good deal more than they gave us."

UNPLEASANT SURPRISES

There are some unpleasant surprises for the Germans coming up from the Tarmacs of the R.A.F. bombing stations in the near future. "I couldn't give you any details," said Sir Christopher, "but we always have little surprises of varying magnitude. Developments were coming quickest in ancillary equipment rather than in fundamental changes in aircraft. He did not specify ancillary equipment.

Though the Germans have not developed big long-range bombers in the class of the latest British giants, there is still a chance, Sir Christopher believed, that "the death and glory brigades" of the German Luftwaffe might carry out raids on Canada. "They would never get back," he said, "and you'd have them as your guests."

STARTED IN 1912

Air Chief Marshal Courtney, who started flying in the King's uniform in 1912 in the old naval air service and was one of the originals of the R.A.F. at its start in 1918, said the nip-and-tuck race between Germany and Britain for better planes is still going on, in fighter categories at least. Sometimes one side has a better fighter, sometimes the other. But something big and important is happening to the Luftwaffe. Asked what he meant in saying it was seriously stretched, he said the answer was difficult. It might be shortages in aircraft or in airmen. "It might be petrol," he said. In North Africa the German Air Force folded because it could not get gasoline. [illegible] latest, the not-so-late and the obsolete. Germany still had good fighter pilots if they had good equipment. In the constant battle for technical superiority, the Germans had some good fighters, the FW-190 and the ME-109.

On our side, there was no shortage of air personnel. The air training fields of Canada were providing the life blood of Empire air forces though in staff and ground personnel the pressure of manpower was being felt generally in Britain as in Canada.

Never before in history had air power received the test it is getting today. Asked whether Germany could be knocked out by bombing he said "No one really knows. It is anybody's guess." But with characteristic understatement he added "it no doubt is having a softening effect, and it prepares the way for invasion."

BEATING U-BOATS

Sir Christopher shed some light on how air power is helping win the battle of the Atlantic. "We are feeling optimistic about it," he said. Shortly there would be no period of day or night in which convoys on the Atlantic were without air cover. Air cover, he said, is a big factor, not forgetting the part played in surface escort ships. It is now within the capacity of aircraft to fly 1,000 miles to sea and spend some time hunting U-boats.

On the air offensive against Germany, Sir Christopher warned that "it is nothing like at its peak. You can look forward to a great deal more of it."

LONDON.—(CP)—Two young Alsatian girls have been executed by the Germans for helping French prisoners of war in Germany to escape, Moscow radio reported.

Promoted to Major-General

Recently appointed special defence commissioner and in charge of liaison for the Canadian Army for northern war construction, W. W. Foster, D.S.O., has been promoted from Brigadier to the rank of Major-General, it was announced Wednesday. Maj.-Gen. Foster has been attending a conference of Canadian Army defence leaders at the Pacific coast. His headquarters are in Edmonton.

Club of Gliders At Victoria, B.C.

The Victoria and Island Gliding Club, Inc., held their first meeting in Victoria recently, after their newly-received incorporation. The directors of the club were guests of W. Sylvester, also on the directorate, at his hotel. The certificate of incorporation was presented. Membership was announced as standing at 98 fully paid members and 12 applications.

Already the club has built one glider, and work is [illegible] rangements, members may [illegible] Saturday afternoons.

Membership is open to any air-minded person over 1[illegible] years of age and membership fees are reported to be low. As a result of the low fee, the club cannot operate without outside financial aid, and confidently relies on the support of generous citizens.

Only the male pintail duck has a [illegible]

Minerals Yield Immense Wealth Within Alberta

Within Alberta boundaries there are 750 plants engaged in mineral [illegible]

The capital invested in the producing plants is $125,000,000 [illegible]

Gas Production Valuable Asset

[illegible] Canadian natural gas production. Of this a large percentage is found in Northern [illegible].

There are 100 producing wells in the province with an invested capital of $[illegible]. Annual production is 28,500,000,000 cubic feet with a value of $5,500,000. The average number of employees is 550 and the annual payroll is $800,000.

Alberta Boasts Varied Forms Of Root Crops

Root crops are adaptable [illegible] ... areas close to the Alaska Highway there is a great deal of [illegible] ... table products. Alberta has [illegible]

Annual production averages $[illegible],000,000 and the average number of [illegible]. The annual payroll of these plants is $1,500,000.

Sugar production averages 94,000,000 pounds, betalasses 8,[illegible] tons, beet pulp 11,500 tons and canned vegetables 500,000 cases.

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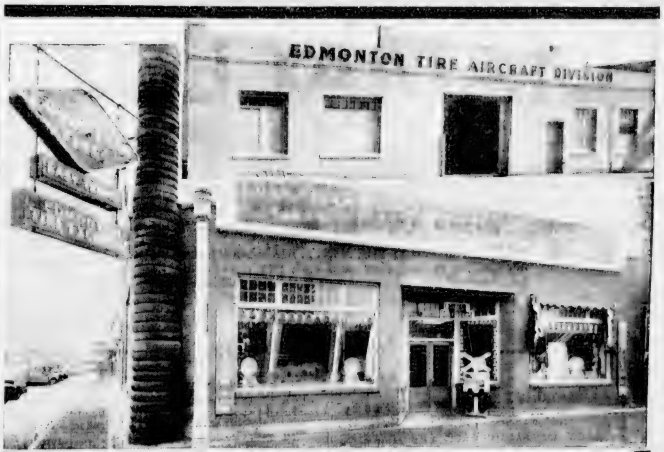

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Hard Engineering Tasks Still Ahead on Alaska Highway

Will to Win Is Dominant As Great Highway Thrusts Through Vast Wilderness

By L. D. WORSHAM

Brigadier General, U.S.A. Division Engineer, Northwest Division

Construction of the "Pioneer" Alaskan Military Highway will go down in history as a tribute to men with the "will to win". The accomplishment is shared by the U.S. Army Engineers, the civilian workers of the Public Roads Administration, and the Canadian and American contractors.

The fortitude of thousands of soldiers and civilians, engineers and contractors, and the stamina of American construction equipment literally pushed through 1,636 miles of "tote" or pioneer road and rebuilt 162 more miles of old trail, all in one short construction season. It is thought by many engineers that this feat surpasses any project since the completion of the isthmian canal across Panama in 1915 by the U.S. Army Engineers under Colonel George W. Goethals. The road is not yet complete: the pioneer road must be ballasted with rock and surfaced with selected material. Temporary bridges must be replaced by permanent bridges. This is our task for 1943 on which thousands of men are now working.

MANY PLANS ADVANCED

[illegible]

during the spring of 1866, but the explorations and scientific efforts of other Americans continued, and there is little doubt that the acquisition of Alaska by the United States was largely due to the information brought back by the telegraph explorers.

In 1867, the Western Union Telegraph Company, finding the Atlantic cable at last a success, withdrew its parties from Alaska. Many members of the expedition returned to eastern United States, the question of the purchase of the territory was being discussed and these gentlemen furnished much first hand information to those considering the project.

ALASKA FINALLY CEDED

On the 18th of October, 1867, the Russian authorities formally ceded the Territory of Alaska to the United States. [illegible]

Another scientist who has left his name indelibly engraved on the scroll of the north country was Dr. G. M. Dawson. His name is commemorated not only in Dawson City of gold-rush fame—but in Dawson Creek, now made famous as the starting point of the Alaska Military Highway. Dr. Dawson was in charge of the Canadian government's Yukon expedition in 1887.

[illegible]

Directs Engineering Job

Brigadier-General L. D. Worsham, division engineer in charge of the Northwest Division which includes direction of engineering on all U.S. Army and civilian projects between Edmonton and Fairbanks. Brig.-Gen. Worsham points out that work still remaining to be done constitutes a challenge that will be met in the same spirit of determination that drove through the great Alaska Highway pioneer road.

across the eastern wilderness leading [illegible]

the Bering Sea [illegible]

[illegible]

On March [illegible] 1942 Brigadier General C. L. Sturdevant, Assistant Chief of Engineers and Chief of the Troops Division, Office of the Chief of Engineers, was called in to the War Department in Washington, D.C., and was told that a decision had been reached to undertake construction of a highway to Alaska and that a plan for surveys and construction must be submitted within the next few days.

Such a plan was submitted two days later and a directive to proceed with the project was received February 14, 1942.

By March 9 quartermaster and engineer troops began arriving at the end of the railroad at Dawson Creek in temperatures around 40 below zero. One engineer regiment walked their heavy equipment to Fort Nelson—despite cold and wrecks and infrequent meals—arriving with all their equipment and some 900 tons of supplies, a 325-mile march in sub-zero weather. When a sudden thaw threatened to block the crossing of the Peace river on the ice, planking was laid and sawdust was spread on the ice to insure greater safety.

SEND EXPLORING PARTIES

Exploring parties of the army and the Public Roads Administration were sent in by automobile, airplane and dog team. In the beginning, the most uncertain part of the entire route was between Watson Lake and Whitehorse. Available air route maps indicated that any reasonable direct route would have to cross a mountainous [illegible] above sea level, which might prove impassable due to heavy [illegible] snowfall.

Airplane reconnaissance, however, disclosed a fairly direct route, entirely through forest growth, which indicated that the summit would not be much over 4,000 feet in elevation, as that is the greatest height at which forest exists in this latitude.

More and more troops arrived working their way in to Fort Nelson, Fort St. John, Teslin Lake, Whitehorse, Carcross, Watson Lake, encountering what had been considered insurmountable obstacles. Clouds of mosquitoes, vicious flies, ravenous ants, in some sections mud so deep that even tractors became mired, in others ankle-deep choking dust, miles of jelly-like muskeg that had to be bridged with corduroy, cold pelting rain, frigid temperatures, perpetually frozen ground—all combined to make life miserable for troops and civilians in the race to complete the project during the short working season.

CLOSE LAST GAP

Under the supervision and administration of Brigadier General William H. Hoge and Colonel (now Brigadier General) Jas. A. O'Connor, the last wilderness gap was closed on October 25, 1942, and the Alaska Military Highway came into being.

One could go on for hours with inadequate praise but it has been better and more simply expressed by Beverly Smith, in the American Magazine's February issue.

"Other roads have been built over mountains as high or through swamps as deep and forests as dense, or in regions as remote. But [illegible] so hard, so fast, with so [illegible] improvised ingenuity in [illegible] ing the impossible. It was [illegible] as if in battle, with every hardship except the bullets."

So there we have it—The Alaska Military Highway—a supply line to the Aleutians—a symbol of trust between nations.

It must be remembered that the construction remaining to complete the highway exceeds that accomplished in 1942. Since the pioneering was done by engineering troops their record is a challenge to those of us now engaged in the completion of the Alaska Military Highway. This includes officers and civilians of the Northwest Division, the Public Roads Administration and American and Canadian contractors. It can and will be done!

Ask All Nations Share in Planes

Juan T. Trippe, founder and president of Pan-American Airways System, said in a speech at the annual dinner of National Institute of Social Sciences in New York, recently, that he thinks each of the United Nations "should be permitted [illegible] on equitable terms, [illegible] transport planes [illegible] fair competition."

Specifically [illegible] in addition to Pan-American, were the air lines of Canada, Britain, Russia, France and the Netherlands.

Comparing international competition to a ball game, Mr. Trippe, said that "all share the healthy American desire to be the winner, but [illegible] the other fellow's hat away from him."

He pointed out that British Overseas Airways are now using three four-engined clippers from Pan-American and [illegible] after the war. It is regarded as only fair that British Overseas Airways gets an equal chance to obtain new, [illegible]

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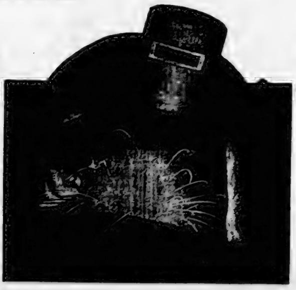
Diamalite:

A [illegible] DIAMALLOY [illegible]



"Toolrod":

A [illegible] DIAMALLOY [illegible]

Welding alloys for nearly 10 years.
Longest in the field on the American Continent

Bulletins and data available on request.

THE DIAMALLOY CO.

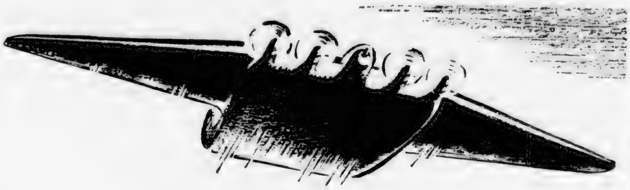
Manufacturers of Hard-Surfacing Welding Rods and Electrodes

2316 GERRARD ST. E. TORONTO, CANADA

Distributed By

A I M Steel Products Division Limited

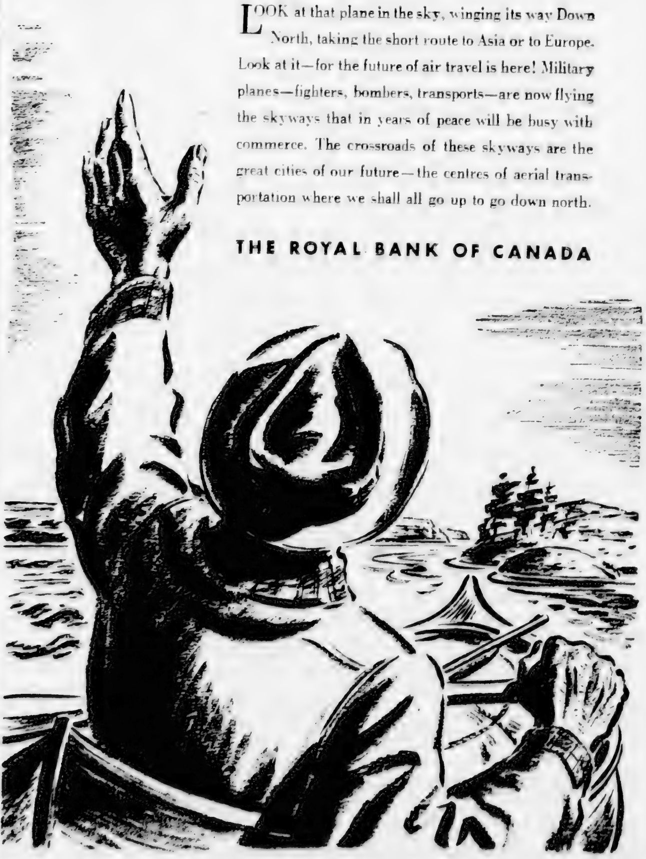
841 West Broadway, Vancouver, B.C.



YOU'LL SOON BE GOING UP TO GO DOWN NORTH

LOOK at that plane in the sky, winging its way Down North, taking the short route to Asia or to Europe. Look at it—for the future of air travel is here! Military planes—fighters, bombers, transports—are now flying the skyways that in years of peace will be busy with commerce. The crossroads of these skyways are the great cities of our future—the centres of aerial transportation where we shall all go up to go down north.

THE ROYAL BANK OF CANADA



Lifeline TO VICTORY

OUT FROM PORTS OF CANADA GOES A STEADY STREAM OF TANKS, PLANES, GUNS, MUNITIONS, WAR EQUIPMENT, FOOD, CLOTHING, MEDICAL AND OTHER ESSENTIAL SUPPLIES TO THE UNITED NATIONS.

LAST YEAR THIS OUT-BOUND FLOOD OF GOODS WAS VALUED AT MORE THAN TWO AND ONE-QUARTER BILLION DOLLARS.

THIS IS THE GREAT CHALLENGE TO THEIR CAPACITY TO PRODUCE ANSWERED BY CANADIAN WORKERS ON SEA AND LAND, IN FACTORY, MINE AND FOREST.

SHIPPING SPACE FOR NON-ESSENTIALS CANNOT BE PROVIDED IF THIS STREAM OF SUPPLIES, SO VITAL TO VICTORY, IS TO BE MAINTAINED.

THANKS TO THE CO-OPERATION OF BUSINESS INTERESTS THROUGHOUT THE DOMINION, CANADA'S EXPORTS HAVE BEEN FORGED INTO A POWERFUL INSTRUMENT OF ECONOMIC WARFARE THAT IS TRULY A LIFELINE TO VICTORY.

FOR ADVICE AND ASSISTANCE RESPECTING IMPORTS FROM ALL COUNTRIES, WRITE TO THE SHIPPING PRIORITIES COMMITTEE, ROOM 123, WEST BLOCK, OTTAWA.

DEPARTMENT OF TRADE AND COMMERCE

OTTAWA - CANADA

Hon. James A. MacKinnon, M.P., Minister

Malcolm MacDonald Sees World - Important Role For Post-War Edmonton

In the post-war period Edmonton [illegible] of the most important cities in the world from the [illegible] air travel and transport, the Rt. Hon. Malcolm MacDonald, British High Commissioner to Canada, predicted in an interview with The Edmonton Bulletin at the Macdonald hotel [illegible]. He said the air route through Edmonton and the [illegible] will be the "swiftest and safest route from the Americas to Russia, China and possibly to eastern Europe.

Development in the North West Territories is of tremendous importance to the war effort of the United Nations he stated, and he predicted that these developments would be equally useful in the post-war period. Development now completed or in course of construction would be instrumental in opening up the riches of the northland a generation ahead of the time that normal development might be expected.

During the tour north he visited McMurray, Yellowknife, Port Radium, Coppermine, Coronation, and the Fort [illegible]. He also visited Fort Simpson and Fort Smith.

BRINTNELL PILOT

[illegible]

OTHER FACTORS

[illegible]

Sees the North

Rt. Hon. Malcolm MacDonald, High Commissioner from the United Kingdom to Canada, who's impressed by the important strategic position of Edmonton from an economic standpoint. He recently made an aerial trip to the north.

[illegible]

Oil Fields Show Increased Output

Production from Alberta oil fields outside of Turner Valley for [illegible]

Field	Bbls.
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	477
Total	[illegible]

[illegible]

Vermilion and Taber are mainly responsible for this performance. As stated in a preliminary (10 [illegible] 1942 Vermilion field is [illegible] a producing area of considerable importance.

Territories are convinced that there are considerable riches in minerals in the territories and if this is true [illegible] be possible a generation sooner than would have been possible if [illegible]

Edmonton is going to be one of the most important cities in the world from the standpoint of air travel and air transport in the post-war period.

[illegible]

North Birdman

Wing Commander C. M. G. "Con" Farrell, D.F.C., Edmonton pilot now serving with the R.C.A.F., who spent many years surveying and freighting on northern air trails. He was first commanding officer of the Northwest Staging Route, the R.C.A.F. chain of airports between Edmonton and the Alaskan border.

Kill Entire Tribe Of Snake Indians

Inside Jasper National Park flows Snake Indian River. But there are no Snake Indians today. Treacherous Assiniboines wiped them out [illegible] years ago.

Only 20 families made up the tribe in 1842. Some antiquarians believe they originally came from the East and, migrating to the coast, were balked by the Rockies. Whatever their origin, they were peaceful as befitted a small tribe.

Invited by the Assiniboines to a [illegible], the Snakes were set upon at a pre-arranged signal. Every Snake was killed except three young women who were kept for later sacrifice at a scalp dance.

V

"War trophies" of parachute [illegible] at a Lancaster, England, bomber station include letters from parents of R.A.F. crews who have bailed out over enemy territory and been made prisoners of war.

Alberta Leading In Oil Production

Increases in Canadian oil production for 1942, it will be noted, appear only in Alberta and the N.W.T. Alberta, as in previous years, was mainly responsible for increases in the Canadian annual total. Increased production in the North West Territories was, however, most noticeable.

It should be stated that the bulk of the 1942 total for the N.W.T. is in storage, with the wells sealed off pending the time when transportation facilities can be arranged. A further production increase in this new and vital area for 1943 is anticipated.

V

Fur Production Great Industry

Game and fur provide one of the largest industries in this province. Some of the more valuable types of fur are ermine, fox, mink, muskrat, beaver, squirrel and others.

There are 3,000,000 pelts produced annually in Alberta, with an aggregate value of $3,000,000. There are 1,200 fur farms operating in the province with an invested capital of $2,500,000 and from these farms 37,130 pelts are taken annually with a value of $1,150,000.

Marching on Toward a Greater Edmonton

THEO BARTSCHI
President

J. ALVIN TUPPER
General Manager

J. C. F. "JACK" MILLAR
Sales Manager

To the ingenuity and business acumen of Theo Bartschi, president; J. Alvin Tupper, general manager and J. C. F. ("Jack") Millar, sales manager, is due a large measure of the success of the Sunland Biscuit Company. These officials, backed by a loyal, painstaking staff, have won for their company a place second to none among biscuit companies of the Dominion. Sunland biscuits are synonymous with the best obtainable.

Sunland BISCUIT COMPANY LIMITED
BAKERS OF QUALITY BISCUITS

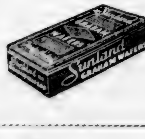
Sunland BISCUIT COMPANY LIMITED
BAKERS OF QUALITY BISCUITS

Best in the West

Sunland Biscuits

SUNLAND [illegible] Edmonton and Western [illegible] brands [illegible] Edmonton.

Sunland GRAHAM WAFERS



[illegible]

ORDER *Sunland*
BISCUITS FROM YOUR GROCER

The Only Western Owned Biscuit Company in the three Prairie Provinces

GROWING With EDMONTON

We of the Sunland Biscuit Company possess vision and faith. Vision in the steady march of Edmonton to a position in the group of America's great cities. Faith in the citizens of Edmonton, who, through the years, have made Alberta's Capital, an important "cog" in world affairs. We are proud of the fact that we have made a real contribution to a better standard of living for the people of the West [illegible] a factory here—the ONLY Western Owned Biscuit [illegible]

And at this time we pay tribute to those gallant Canadians and Americans, who have completed the tremendous task of building the Alaska Highway—"The Road to Tokyo", in the face of enormous physical and technical difficulties.

Over 10 Years a Part of Our Rapidly Expanding City

Sunland BISCUIT COMPANY LIMITED
9513 110 AVENUE EDMONTON

Aleutians' Victory Shows Wisdom of Joint Action

Form Association Of World Pilots

[illegible] all parts of the world and are now crossing the seven seas almost daily, met in [illegible] recently to form an affiliation to promote co-operation and fellowship.

The scores of pilots present represented the three principal pilot organizations in the world — the British Overseas Airways Corporation, of London; the Canadian Air-line Pilots Association, with headquarters in Winnipeg; and the Air-line Pilots' Association International, which has its headquarters in Chicago. Their membership covers about 95 per cent of the commercial pilots in the British Empire and the United States.

—V—

The commercial timber of Alaska is contained in the two great national forests, the Tongass in southeastern Alaska, and the Shugach on Prince William Sound.

Boating Gives Splendid Holiday In North-West

[illegible] scattered lakes and broad slow-flowing river stretches make canoeing a safe and restful pastime for those who love the song of the paddle, but even now, as in pioneer days when the canoe was the common vessel of trade and commerce on the frontier, numerous routes by lake and stream attract those adventurous souls who choose a holiday in the wilds.

Most popular among the longer voyages are those down the Peace and Athabaska rivers where portages are few and easy.

But if you seek rest rather than action, and romance rather than adventure, the placid waters of Alberta's lakes may suit your fancy best.

When you get out in the middle of one of these mountain lakes in the stillness of a summer's sunset, you will find yourself in a world of emerald and blue, and rose and gold—in the centre of mysterious sphere as deep below as it is high above. And as the shadows deepen the symphonies of approaching night descend for you alone to hear.

Colonel Bush Was on Staff Of Gen. Patton

Col. K. B. Bush of Quincy, Ill., is the Northwest Service Command Chief of Staff. A graduate of the University of Illinois, 1916, class of engineering, he comes to the Canadian Northwest after many years of experience in the Adjutant General's office at Washington, D.C. He also headed the U.S. Civilian Conservation Corps in Illinois, Michigan, and Wisconsin. Before arriving in this region Colonel Bush was on the staff at desert training centre in California of Lt.-Gen. George S. Patton, Jr., who played a prominent part in the Allied victory in North Africa.

Sees Air Power O.K. by Churchill

Prime Minister Winston Churchill expressed some courageous and heart-warming thoughts when in Washington on Wednesday, May 19 1943 he addressed a joint session of the United States Congress.

We quote:

"Opinion, Mr. President, is divided as to whether the use of air power could, by itself, bring about the collapse of Germany or Italy. The experiment is well worth trying so long as other measures are not excluded."

Mr. Churchill goes on later to state the view of the Allies on this debatable question of destruction from the air.

Again, we quote:

"It is our settled policy, the settled policy of our two vast war-making authorities to make it impossible for Germany to carry on any form of war industry on a large or concentrated scale, either in Germany, in Italy, or in the enemy-occupied countries. Whether these munitions centres exist or are developed, they will be destroyed and the population will be dispersed."

It is not very difficult to [illegible] the division of opinion referred to by Mr. Churchill. How the officers of the old school still insist that air power never can defeat Germany.

Then we have the announcement to the world that, in that vital discussion, air power won and is to be used to make it impossible for Germany to carry on any war industry on the continent of Europe.

—V—

Nature's Pranks

Nature has played weird pranks in the Bad Lands of the Red Deer River Valley [illegible] which lays bare the secrets of a hundred million years. Near Drumheller 80 miles northwest of Calgary, this graveyard of the mastodons, you may find the fossilized remains of countless dinosaurs and specimens of prehistoric ocean life. You may find pearls 6,000,000 years old embedded in oyster shell fossils, but your greatest find will be a lasting, awe-inspiring impression of the vastness of Creation.

—V—

Purpose of Parks

The National Parks of Canada are areas of outstanding beauty and interest which have been dedicated to the people of Canada for their benefit, education, and enjoyment, to be maintained and made use of so as to leave them unimpaired for the pleasure of future generations. The co-operation of visitors is requested in the observance of park regulations so that the parks may continue to serve as unspoiled natural playgrounds and provide perpetual opportunities for the enjoyment of outdoor life and recreation.

Heads Alaskan Air Wing

Colonel Dale V. Gaffney, recently arrived in Edmonton to take command of the Alaskan Wing of the United States Army Air Force Transport Command. He succeeded Col. Thomas Mosley as head of the Wing, and is in charge of air transport operations from Edmonton to the Aleutians. With the offensive against the Japs in the northwest now in full swing, the work of the transport command becomes daily of greater importance.

Colonial Airlines Improve Service

Colonial Airlines announces the speeding up of its passenger plane service between Montreal and New York, effective May 1, 1943.

Operating six daily flights between these two points, this service normally includes stops at Burlington and Albany enroute. The new service announced by [illegible] Hudson, general passenger traffic manager, includes a direct return flight from New York, leaving that city at 8 p.m. and arriving in Montreal 10.10 p.m., with no intermediate stops. This, it is stated, will enable [illegible] New York from Montreal, leaving Dorval Airport at [illegible] arriving in New York [illegible] and returning [illegible] LaGuardia Field at 8 p.m. [illegible] daily departures [illegible] the same.

R.C.A.F., U.S. Air Forces Unite to Battle Japs Under Prearranged Plan

By COL. DALE V. GAFFNEY
Commanding Officer Alaskan Wing U.S.A.A.F. [illegible]

Recent operations in the Aleutian area are graphic evidence of the foresight of Canada and the United States in preparing the defence of our joint [illegible] where U.S. and R.C.A.F. air units are fighting [illegible]. Perhaps nothing has served to bring [illegible] ance of this theatre more than the Japa[illegible] vasion now in the process of being turned back.

In this operation there is a lesson of strategic significance. Behind every front, limited though it may be in scope, must extend a long line of communications and supply over which can be brought the materials of war necessary to sustain an effective operation against the enemy. For this theatre, comprising Alaska and the Canadian west coast, the Alaska Highway and the airways established throughout the Northwest form a supply and communications line to the [illegible] of materials [illegible] Canada and the United States.

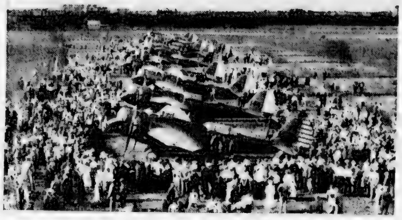
OUTSTANDING FEATURES

[illegible] the largest in scope so far undertaken by these two great nations. First, the effective co-operation between the U.S. Army Engineers and Air Force and the Canadian [illegible] agencies which [illegible] the seemingly impossible in an unbelievably short time. Perhaps [illegible]

[illegible]

Perhaps [illegible] be secure against attack but a vast wealth of [illegible] will be open [illegible] is to follow.

[illegible]



Flight of ten Martin Bombers blazing the route to Alaska in 1934, photographed at the Edmonton Airport.

PIONEERS
Recording the Progress of the North West with Photographs
MOTION PICTURES — PORTRAITS
COMMERCIAL PHOTOGRAPHS
Alfred Blyth Studios
EDMONTON
Western Canada's Largest Photographic Plant.
Official Photographers to The Edmonton Bulletin

WINGS
OVER THE NORTH
...and Beyond!
We wish to congratulate the builders of the Skyroad to Victory and the Alaska Military Highway. Both will play their part in bringing Victory to Allied Arms and also in the Development of the great and rich Northland of ours.
ELECTRICAL INSTALLATIONS
We were privileged to share in the construction of the Administration Headquarters of the firms responsible for the Highways in the North.
COLIN ALLAN
ELECTRICAL CONTRACTOR
10233 Jasper Avenue. —Here Since 1907— Phone 24861

ONE OF EDMONTON'S OLDEST INSTITUTIONS
. . . Ready to Serve the Greater Edmonton of Tomorrow with the
First in Laundry Service by Snowflake
For forty years the Snowflake has endeavored to give Edmonton the best in laundry service. Under war emergencies we are trying to do our bit to keep our soldiers, sailors and airmen, as well as our civilian clients, healthy through sanitary laundering. In the greater Edmonton of the future, we are looking forward to playing our part.
SNOWFLAKE LAUNDRY
& DRY CLEANERS, LTD. Phone 25185

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We have a most complete selection of fine watches . . . and every watch we offer is backed by our personal guarantee.
Watches
For ladies and gentlemen at the right prices.
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Every diamond we sell is of the highest quality . . . and the settings are really exquisite.
Expert Watch Repairs
We Specialize in Fine Jewelry Repairing
MORRISON & BARNES
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Watchmakers and Jewellers
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Shattered Lenses Replaced Accurately Rapidly
Accidents will happen . . . and when they do it is wisest to have any damages that have occurred remedied immediately. We replace shattered eyeglass lenses accurately . . . if necessary, without the original prescription.
WILLIAM McGIE
10231 102nd St.
EDMONTON
Phone 25431
Diamonds - Watches - Repairs

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STARTED IN THE YEAR 1898 AS A PIONEERING TAILOR ESTABLISHMENT, DITTRICH MEN'S SHOP HOLDS A DOMINANT POSITION TODAY—1943—IN THE EDMONTON FASHION WORLD FOR SMART MEN.
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MEN'S SHOP
Smart Wear for Smart Men

OLD TIMERS
IN GROWING
EDMONTON
The Capital Glass Works Ltd., started in business in Edmonton away back in 1910 and has grown with the opening up of the Great North Country and the City of Edmonton.
Mrs. F. McKerman, the manageress of the Capital Glass, gives every order, large or small, her personal attention.
Pure DISTILLED WATER SOLD IN ANY QUANTITY
DUPLICATE SAFETY GLASS
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PICTURE FRAMING — WINDOW GLASS
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Army, Truck, Trailer and Car Springs
We Don't Know All About Springs, but all we Do Know - "is Springs"
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Edmonton Auto Spring Works
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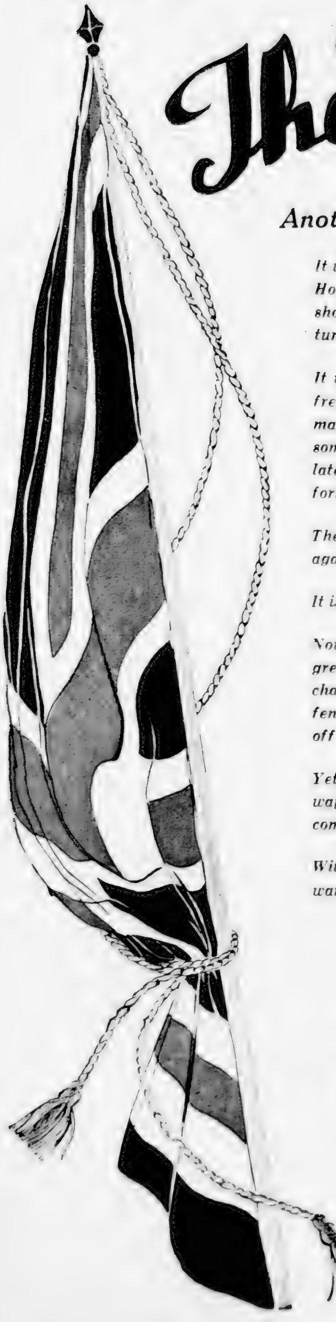
A Friendly Welcome—

From EATONS' in Edmonton



The West Looks North

Another Page Unfolds in the Development of Our Dominion!

It was the quest for a Northwest Passage, you will remember, that really opened up this land. How many gallant names are inscribed on the list of explorers who sought that fabled shorter route to the Orient? How many brave men and fair ships sailed North, never to return, but leaving a magnificent inspiration behind them?

It was the North that shaped the character of this country—the "true North, strong and free" is no idle phrase in our national anthem. We are the land of the pine as well as the maple leaf. The Winter winds that sweep down from the North, the rigours of a climate with something more than a touch of the Arctic in it, have toughened our Canadian people. The late northern Spring, the golden northern Summer, the color-laden northern Autumn have formed our standards of beauty.

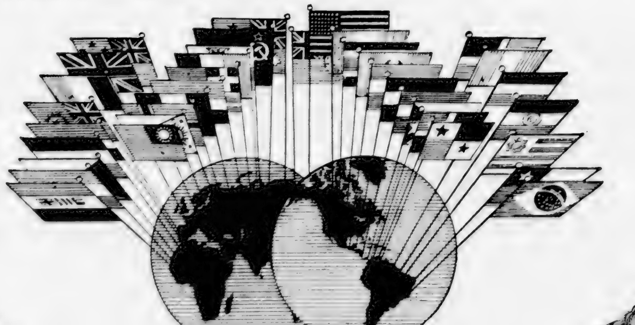
The hardships and dangers of Northern life brought men together in a neighbourly league against nature—and fostered the growth of ideals of justice, tolerance, freedom!

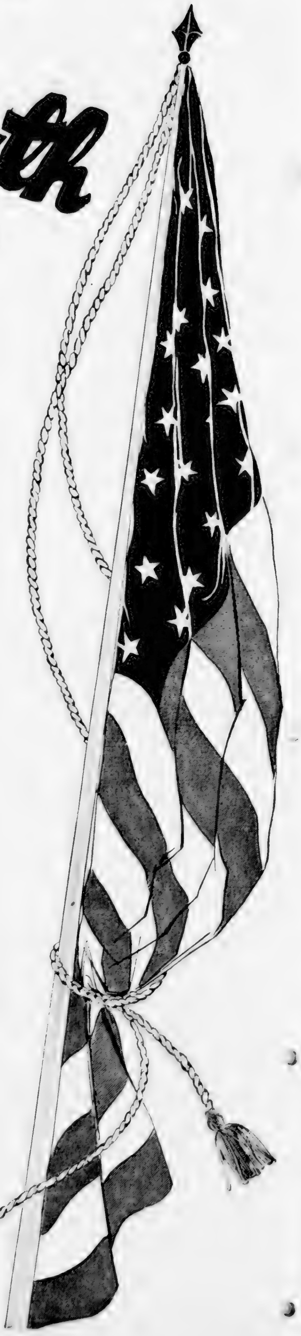
It is our pride that we are a northern people!

Now history has come around full circle. The fabled Northwest Passage becomes a reality. A great air and land highway replaces the dream of a sea route to the Orient. But the goal is changed. The new Northwest Passage has as its goal not the wealth of the Indies, but the defence of all we hold dear. It begins, not as a highway of commerce, but as a weapon to ward off encroaching tyranny.

Yet, as surely as we fight for the right, the day cannot be too far off, when the Alaska Highway and the Alaska air route will be arteries of peaceful commerce and our Northland will come into its own!

With 74 years of progress in step with the growth of Canada behind us, EATON'S looks forward to a new era when we shall be facing North more and more!





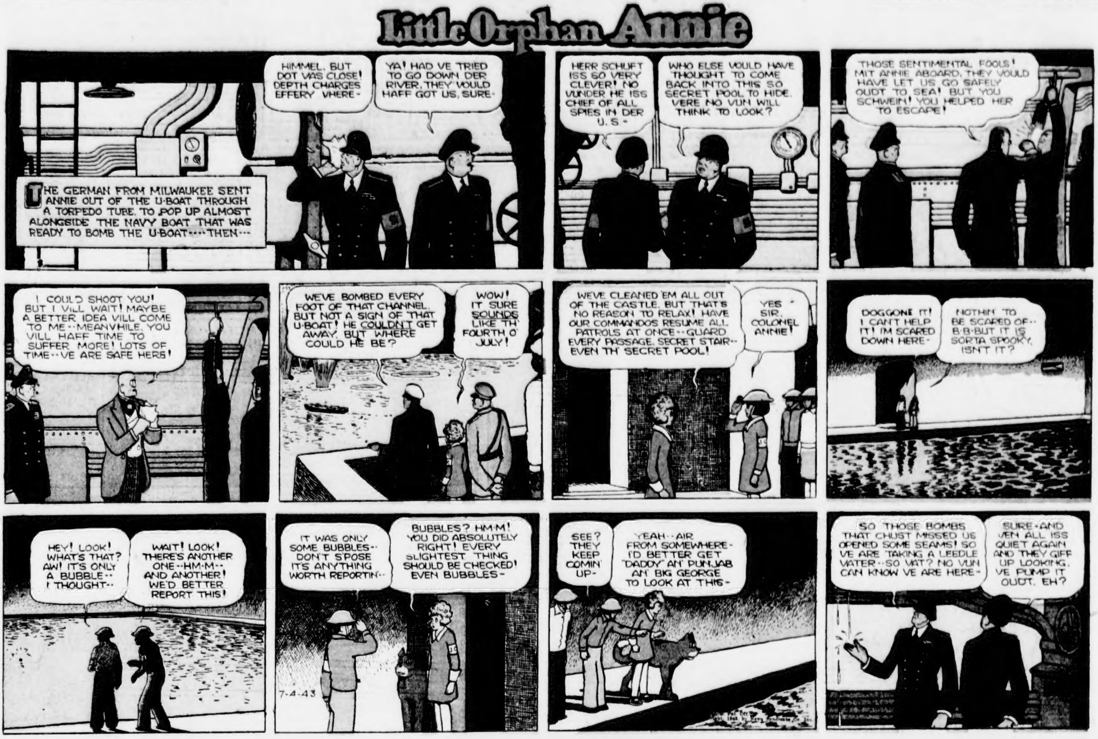
T. EATON C^o
WESTERN LIMITED

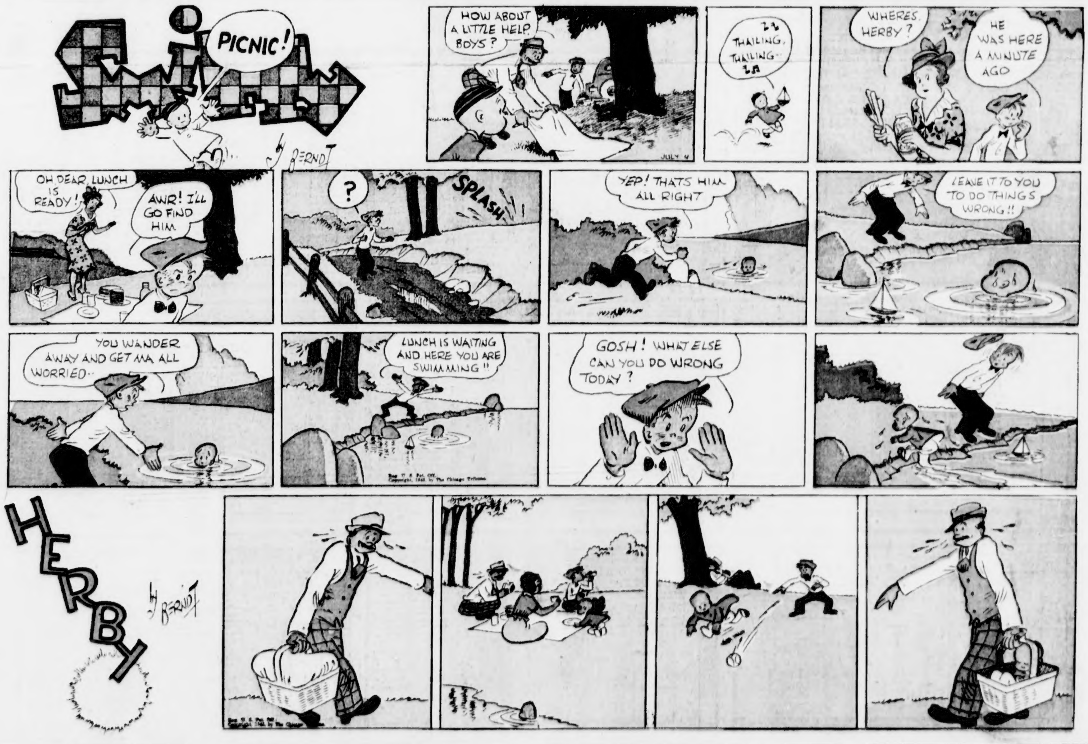
OVER 20 COMICS — DAILY CARTOONS

Edmonton Bulletin

EDMONTON, ALTA., JULY 3, 1943

ALBERTA'S 8 COLORED — GREATEST COMICS


Little Orphan Annie
THE GERMAN FROM MILWAUKEE SENT ANNIE OUT OF THE U-BOAT THROUGH A TORPEDO TUBE, TO POP UP ALMOST ALONGSIDE THE NAVY BOAT THAT WAS READY TO BOMB THE U-BOAT---- THEN---
HIMMEL, BUT DOT VAS CLOSE! DEPTH CHARGES EFFERY VHERE-
YA! HAD VE TRIED TO GO DOWN DER RIVER, THEY VOULD HAFF GOT US, SURE-
HERR SCHUFT ISS SO VERY CLEVER! NO VUNDER HE ISS CHIEF OF ALL SPIES IN DER U.S.-
WHO ELSE VOULD HAVE THOUGHT TO COME BACK INTO THIS SO SECRET POOL TO HIDE, VERE NO VUN WILL THINK TO LOOK?
THOSE SENTIMENTAL FOOLS! MIT ANNIE ABOARD, THEY VOULD HAVE LET US GO SAFELY OUDT TO SEA! BUT YOU SCHWEIN! YOU HELPED HER TO ESCAPE!
I COULD SHOOT YOU! BUT I VILL WAIT! MAYBE A BETTER IDEA VILL COME TO ME--MEANVHILE, YOU VILL HAFF TIME TO SUFFER MORE! LOTS OF TIME--VE ARE SAFE HERE!
WE'VE BOMBED EVERY FOOT OF THAT CHANNEL, BUT NOT A SIGN OF THAT U-BOAT! HE COULDN'T GET AWAY, BUT WHERE COULD HE BE?
WOW! IT SURE SOUNDS LIKE TH' FOURTH O' JULY!
WE'VE CLEANED 'EM ALL OUT OF THE CASTLE, BUT THAT'S NO REASON TO RELAX! HAVE OUR COMMANDOS RESUME ALL PATROLS AT ONCE--GUARD EVERY PASSAGE, SECRET STAIR--EVEN TH' SECRET POOL!
YES SIR, COLONEL ANNIE!
DOGGONE IT! I CAN'T HELP IT! I'M SCARED DOWN HERE-
NOTHIN' TO BE SCARED OF--B-B-BUT IT IS SORTA SPOOKY, ISN'T IT?
HEY! LOOK! WHAT'S THAT? AW! IT'S ONLY A BUBBLE--I THOUGHT--
WAIT! LOOK! THERE'S ANOTHER ONE--HM-M--AND ANOTHER! WE'D BETTER REPORT THIS!
IT WAS ONLY SOME BUBBLES--DON'T S'POSE IT'S ANYTHING WORTH REPORTIN'--
BUBBLES? HM-M! YOU DID ABSOLUTELY RIGHT! EVERY SLIGHTEST THING SHOULD BE CHECKED! EVEN BUBBLES-
7-4-43
SEE? THEY KEEP COMIN' UP-
YEAH--AIR FROM SOMEWHERE-I'D BETTER GET "DADDY" AN' PUNJAB AN' BIG GEORGE TO LOOK AT THIS-
SO THOSE BOMBS THAT CHUST MISSED US OPENED SOME SEAMS! SO VE ARE TAKING A LEEDLE VATER--SO VAT? NO VUN CAN KNOW VE ARE HERE-
SURE-AND VEN ALL ISS QUIET AGAIN AND THEY GIFF UP LOOKING, VE PUMP IT OUDT, EH?


PICNIC!
by BERNDT
HOW ABOUT A LITTLE HELP, BOYS?
JULY 4
THAILING, THAILING--
WHERE'S HERBY?
HE WAS HERE A MINUTE AGO
OH DEAR, LUNCH IS READY!
AWR! I'LL GO FIND HIM
?
SPLASH
YEP! THAT'S HIM ALL RIGHT
LEAVE IT TO YOU TO DO THINGS WRONG!!
YOU WANDER AWAY AND GET MA ALL WORRIED--
LUNCH IS WAITING AND HERE YOU ARE SWIMMING!!
GOSH! WHAT ELSE CAN YOU DO WRONG TODAY?
HERBY
by BERNDT

Dorothy Thompson

WRITES 3 TIMES WEEKLY
FOR THE BULLETIN

Harold L. Weir

EDMONTON'S OWN COLUMNIST
WRITES FOR THE BULLETIN

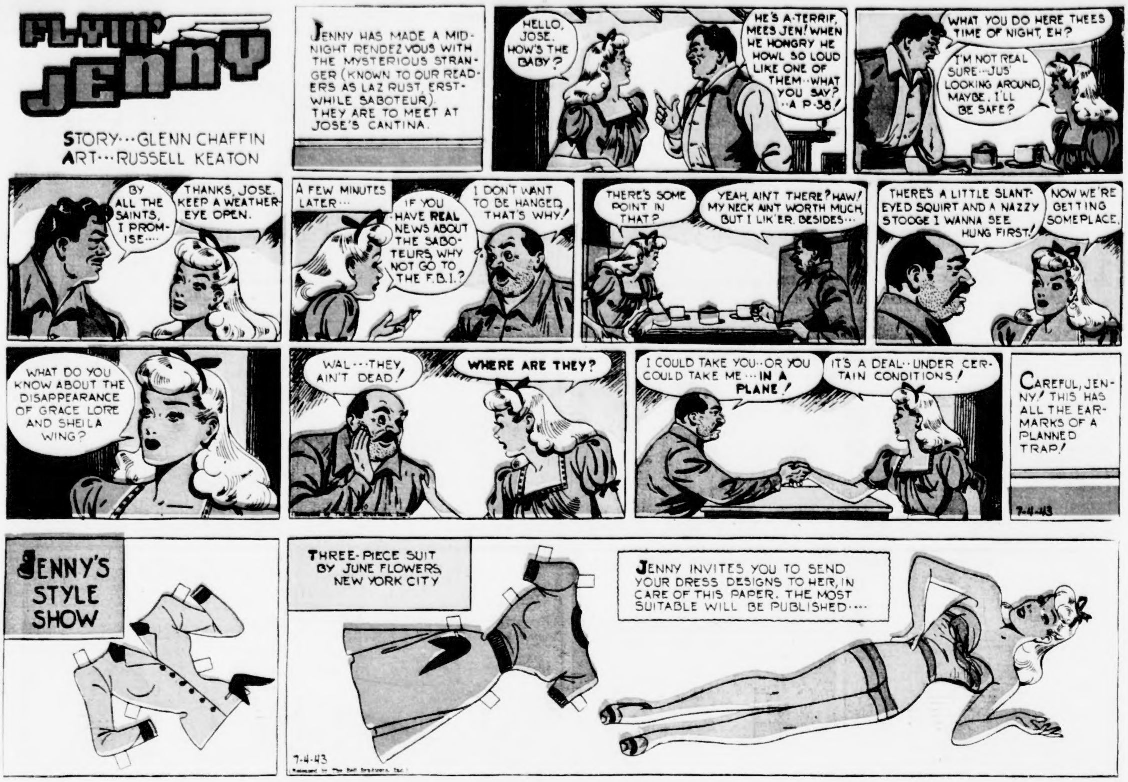
Eleanor Roosevelt

WRITES "MY DAY" FOR
BULLETIN READERS

Your Baby and Mine

COMPLETE BABY CARE ARTICLES
APPEAR EVERY DAY

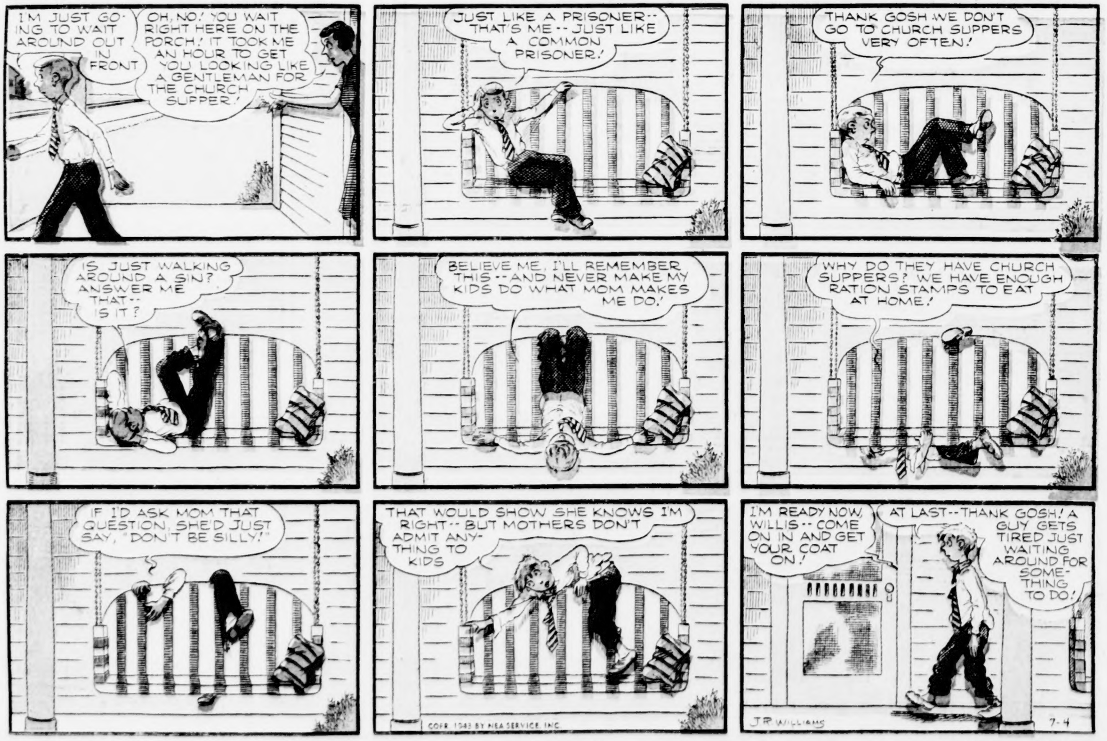
READ "OUT OUR WAY" EVERY DAY IN THE BULLETIN


FLYIN' JENNY
STORY···GLENN CHAFFIN
ART···RUSSELL KEATON
JENNY HAS MADE A MIDNIGHT RENDEZVOUS WITH THE MYSTERIOUS STRANGER (KNOWN TO OUR READERS AS LAZ RUST, ERSTWHILE SABOTEUR). THEY ARE TO MEET AT JOSE'S CANTINA.
HELLO, JOSE. HOW'S THE BABY?
HE'S A TERRIF, MEES JEN! WHEN HE HONGRY HE HOWL SO LOUD LIKE ONE OF THEM··WHAT YOU SAY? ··A P-38!
WHAT YOU DO HERE THEES TIME OF NIGHT, EH?
I'M NOT REAL SURE···JUS' LOOKING AROUND, MAYBE. I'LL BE SAFE?
BY ALL THE SAINTS, I PROMISE····
THANKS, JOSE. KEEP A WEATHER EYE OPEN.
A FEW MINUTES LATER···
IF YOU HAVE REAL NEWS ABOUT THE SABOTEURS, WHY NOT GO TO THE F.B.I.?
I DON'T WANT TO BE HANGED, THAT'S WHY!
THERE'S SOME POINT IN THAT?
YEAH, AIN'T THERE? HAW! MY NECK AIN'T WORTH MUCH, BUT I LIK'ER. BESIDES···
THERE'S A LITTLE SLANT-EYED SQUIRT AND A NAZZY STOOGE I WANNA SEE HUNG FIRST!
NOW WE'RE GETTING SOMEPLACE.
WHAT DO YOU KNOW ABOUT THE DISAPPEARANCE OF GRACE LORE AND SHEILA WING?
WAL···THEY AIN'T DEAD!
WHERE ARE THEY?
I COULD TAKE YOU··OR YOU COULD TAKE ME···IN A PLANE!
IT'S A DEAL··UNDER CERTAIN CONDITIONS!
CAREFUL, JENNY! THIS HAS ALL THE EARMARKS OF A PLANNED TRAP!
7-4-43
JENNY'S STYLE SHOW
THREE-PIECE SUIT BY JUNE FLOWERS, NEW YORK CITY
JENNY INVITES YOU TO SEND YOUR DRESS DESIGNS TO HER, IN CARE OF THIS PAPER. THE MOST SUITABLE WILL BE PUBLISHED····
7-4-43
Released by The Bell Syndicate, Inc.

OUT OUR WAY

The Willets

By Williams


I'M JUST GOING TO WAIT AROUND OUT IN FRONT
OH, NO! YOU WAIT RIGHT HERE ON THE PORCH! IT TOOK ME AN HOUR TO GET YOU LOOKING LIKE A GENTLEMAN FOR THE CHURCH SUPPER!
JUST LIKE A PRISONER-- THAT'S ME--JUST LIKE A COMMON PRISONER!
THANK GOSH WE DON'T GO TO CHURCH SUPPERS VERY OFTEN!
IS JUST WALKING AROUND A SIN? ANSWER ME THAT-- IS IT?
BELIEVE ME, I'LL REMEMBER THIS--AND NEVER MAKE MY KIDS DO WHAT MOM MAKES ME DO!
WHY DO THEY HAVE CHURCH SUPPERS? WE HAVE ENOUGH RATION STAMPS TO EAT AT HOME!
IF I'D ASK MOM THAT QUESTION, SHE'D JUST SAY, "DON'T BE SILLY!"
THAT WOULD SHOW SHE KNOWS I'M RIGHT--BUT MOTHERS DON'T ADMIT ANYTHING TO KIDS
I'M READY NOW, WILLIS--COME ON IN AND GET YOUR COAT ON!
AT LAST--THANK GOSH! A GUY GETS TIRED JUST WAITING AROUND FOR SOMETHING TO DO!
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J.R. WILLIAMS
7-4

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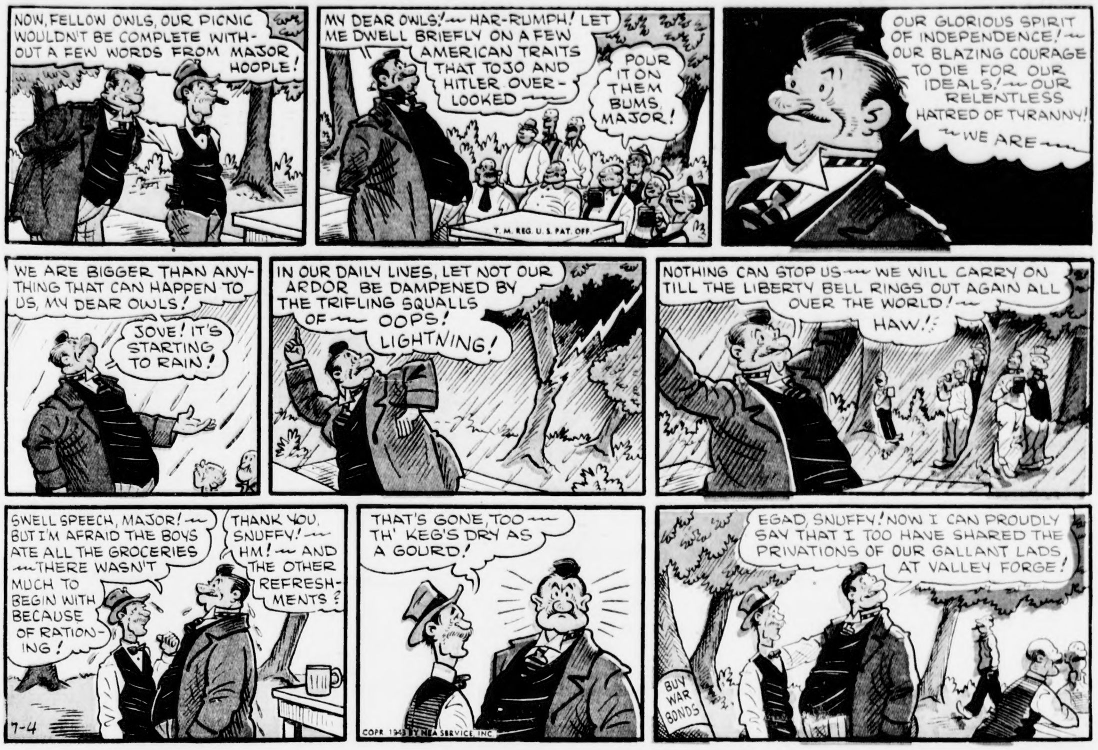
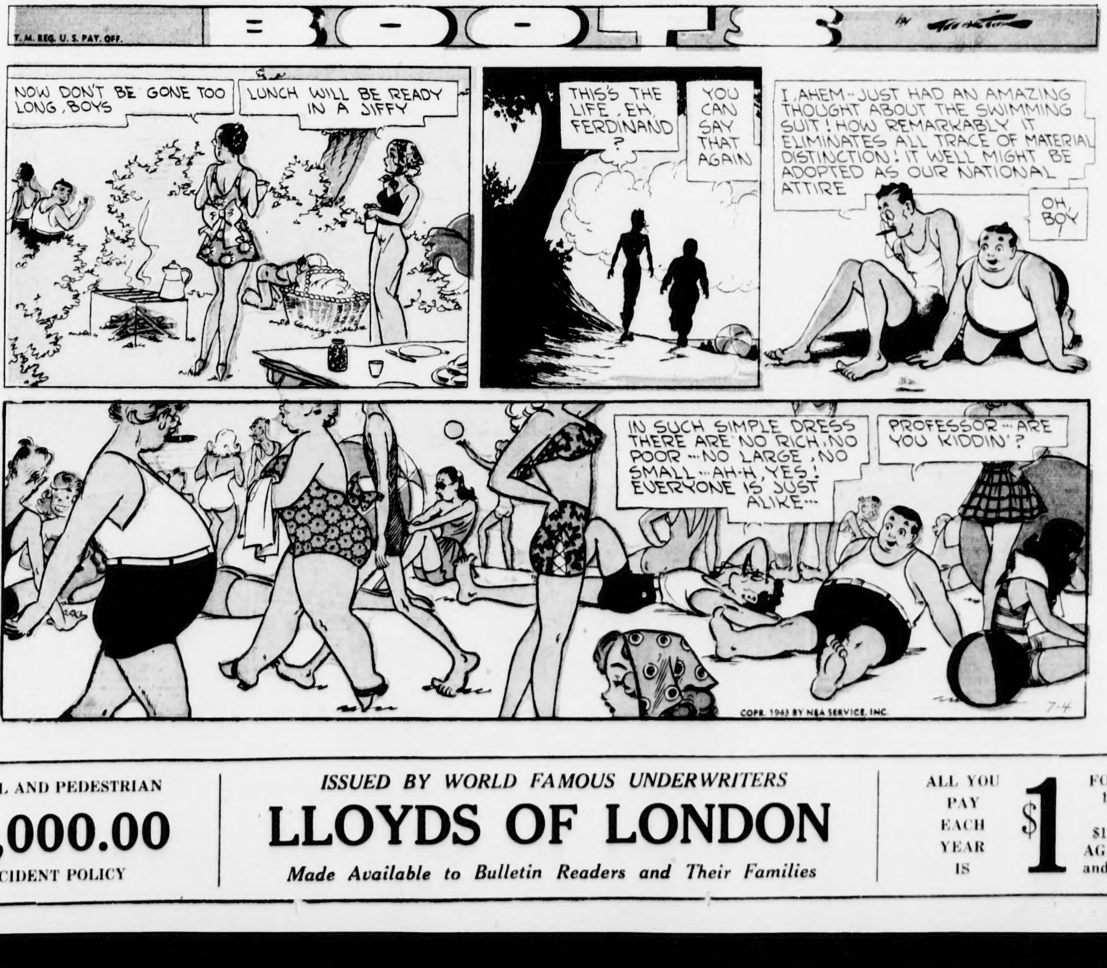
FOLLOW MAJOR HOOPLE AND BOOTS EVERY DAY

OUR BOARDING HOUSE MAJOR HOOPLE


NOW, FELLOW OWLS, OUR PICNIC WOULDN'T BE COMPLETE WITHOUT A FEW WORDS FROM MAJOR HOOPLE!
MY DEAR OWLS! — HAR-RUMPH! LET ME DWELL BRIEFLY ON A FEW AMERICAN TRAITS THAT TOJO AND HITLER OVERLOOKED —
POUR IT ON THEM BUMS MAJOR!
T. M. REG. U. S. PAT. OFF.
OUR GLORIOUS SPIRIT OF INDEPENDENCE! — OUR BLAZING COURAGE TO DIE FOR OUR IDEALS! — OUR RELENTLESS HATRED OF TYRANNY! — WE ARE —
WE ARE BIGGER THAN ANYTHING THAT CAN HAPPEN TO US, MY DEAR OWLS!
JOVE! IT'S STARTING TO RAIN!
IN OUR DAILY LIVES, LET NOT OUR ARDOR BE DAMPENED BY THE TRIFLING SQUALLS OF — OOPS! LIGHTNING!
NOTHING CAN STOP US — WE WILL CARRY ON TILL THE LIBERTY BELL RINGS OUT AGAIN ALL OVER THE WORLD! —
HAW!
SWELL SPEECH, MAJOR! — BUT I'M AFRAID THE BOYS ATE ALL THE GROCERIES — THERE WASN'T MUCH TO BEGIN WITH BECAUSE OF RATIONING!
THANK YOU, SNUFFY! — HM! — AND THE OTHER REFRESHMENTS?
7-4
THAT'S GONE, TOO — TH' KEG'S DRY AS A GOURD!
COPR. 1943 BY NEA SERVICE, INC.
EGAD, SNUFFY! NOW I CAN PROUDLY SAY THAT I TOO HAVE SHARED THE PRIVATIONS OF OUR GALLANT LADS AT VALLEY FORGE!
BUY WAR BONDS


T. M. REG. U. S. PAT. OFF.
BOOTS
NOW DON'T BE GONE TOO LONG, BOYS
LUNCH WILL BE READY IN A JIFFY
THIS'S THE LIFE, EH, FERDINAND?
YOU CAN SAY THAT AGAIN
I, AHEM — JUST HAD AN AMAZING THOUGHT ABOUT THE SWIMMING SUIT! HOW REMARKABLY IT ELIMINATES ALL TRACE OF MATERIAL DISTINCTION! IT WELL MIGHT BE ADOPTED AS OUR NATIONAL ATTIRE
OH, BOY!
IN SUCH SIMPLE DRESS THERE ARE NO RICH, NO POOR...NO LARGE, NO SMALL...AH-H, YES! EVERYONE IS JUST ALIKE...
PROFESSOR...ARE YOU KIDDIN'?
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7-4

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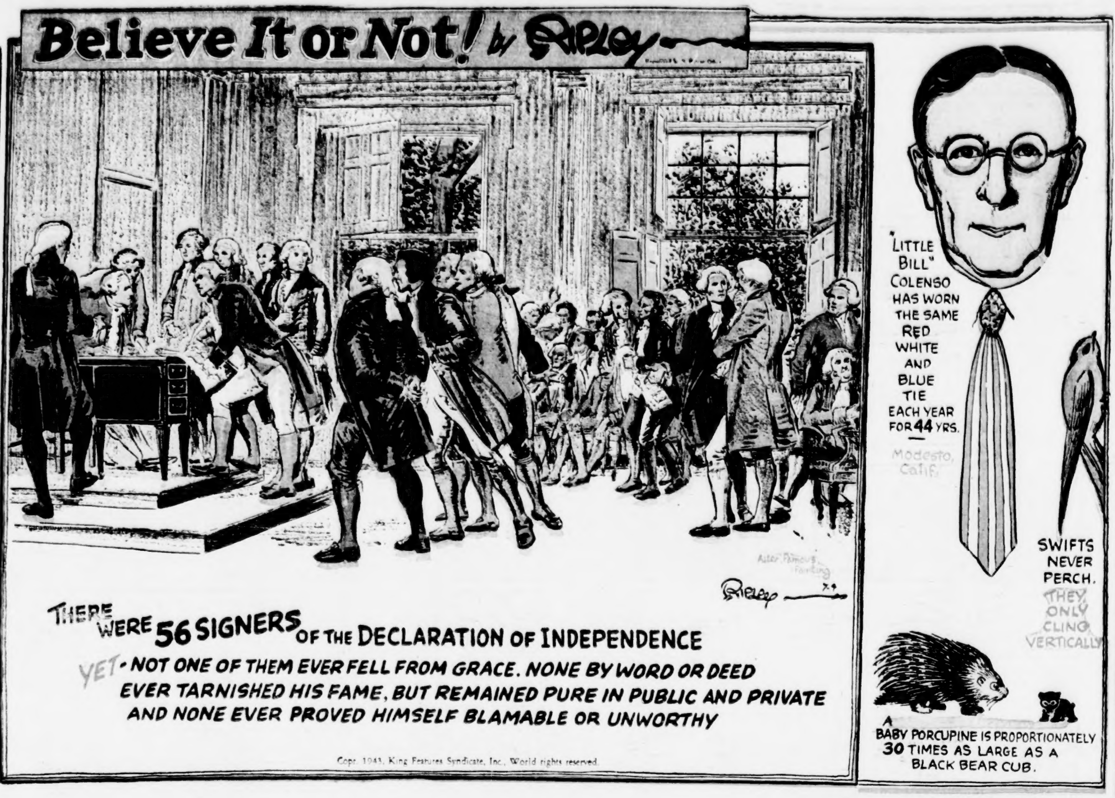
Believe It or Not! by Ripley
After Famous Painting
Ripley 7-4
THERE WERE 56 SIGNERS OF THE DECLARATION OF INDEPENDENCE
YET - NOT ONE OF THEM EVER FELL FROM GRACE. NONE BY WORD OR DEED EVER TARNISHED HIS FAME, BUT REMAINED PURE IN PUBLIC AND PRIVATE AND NONE EVER PROVED HIMSELF BLAMABLE OR UNWORTHY
"LITTLE BILL" COLENSO HAS WORN THE SAME RED WHITE AND BLUE TIE EACH YEAR FOR 44 YRS. — Modesto, Calif.
SWIFTS NEVER PERCH. THEY ONLY CLING VERTICALLY
A BABY PORCUPINE IS PROPORTIONATELY 30 TIMES AS LARGE AS A BLACK BEAR CUB.

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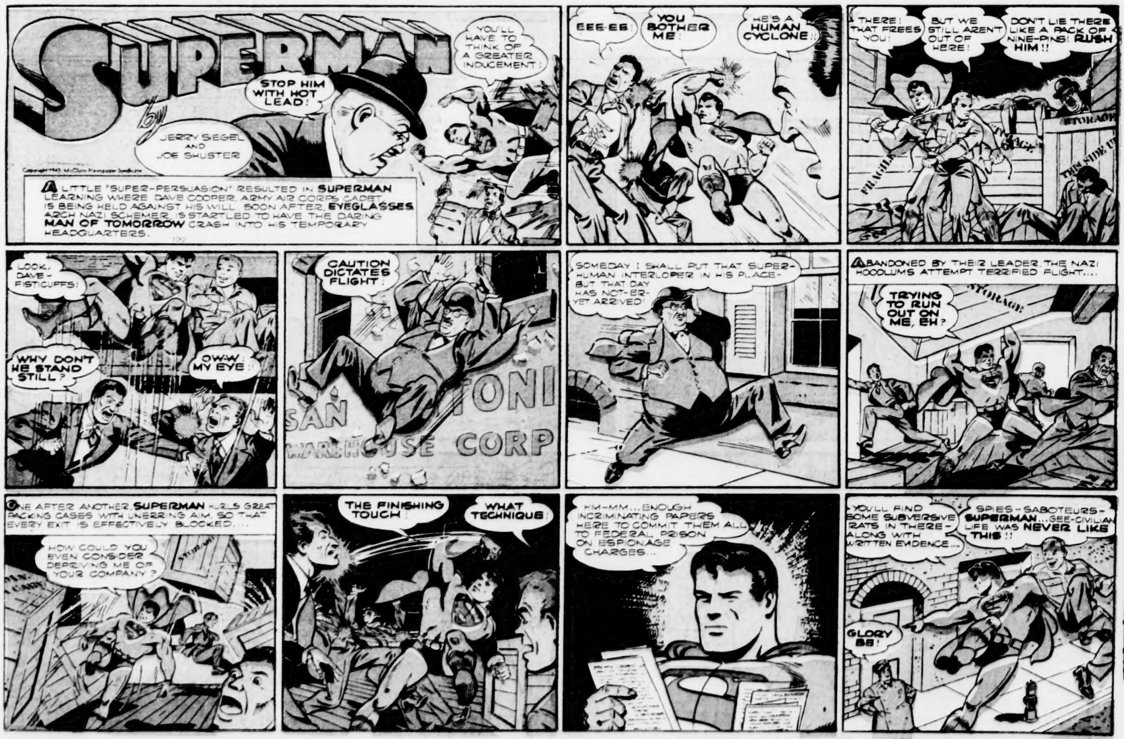
SUPERMAN by JERRY SIEGEL AND JOE SHUSTER
Copyright 1943, McClure Newspaper Syndicate
STOP HIM WITH HOT LEAD!
YOU'LL HAVE TO THINK OF A GREATER INDUCEMENT!
A LITTLE "SUPER-PERSUASION" RESULTED IN SUPERMAN LEARNING WHERE DAVE COOPER, ARMY AIR CORPS CADET, IS BEING HELD AGAINST HIS WILL. SOON AFTER, EYEGLASSES, ARCH NAZI SCHEMER, IS STARTLED TO HAVE THE DARING MAN OF TOMORROW CRASH INTO HIS TEMPORARY HEADQUARTERS.
EEE-EE!
YOU BOTHER ME!
HE'S A HUMAN CYCLONE!!
THERE! THAT FREES YOU!
BUT WE STILL AREN'T OUT OF HERE!
DON'T LIE THERE LIKE A PACK OF NINE-PINS! RUSH HIM!!
STORAGE
FRAGILE
THIS SIDE UP
LOOK, DAVE - FISTICUFFS!
WHY DON'T HE STAND STILL?
OW-W! MY EYE!!
CAUTION DICTATES FLIGHT!
SAN TONI WAREHOUSE CORP
SOMEDAY I SHALL PUT THAT SUPER-HUMAN INTERLOPER IN HIS PLACE- BUT THAT DAY HAS NOT-ER-YET ARRIVED!
ABANDONED BY THEIR LEADER, THE NAZI HOODLUMS ATTEMPT TERRIFIED FLIGHT....
TRYING TO RUN OUT ON ME, EH?
STORAGE
ONE AFTER ANOTHER, SUPERMAN HURLS GREAT PACKING CASES WITH UNERRING AIM, SO THAT EVERY EXIT IS EFFECTIVELY BLOCKED....
HOW COULD YOU EVEN CONSIDER DEPRIVING ME OF YOUR COMPANY?
THE FINISHING TOUCH!
WHAT TECHNIQUE!
HM-MM... ENOUGH INCRIMINATING PAPERS HERE TO COMMIT THEM ALL TO FEDERAL PRISON ON ESPIONAGE CHARGES...
YOU'LL FIND SOME SUBVERSIVE RATS IN THERE- ALONG WITH WRITTEN EVIDENCE...
SPIES - SABOTEURS - SUPERMAN... GEE-CIVILIAN LIFE WAS NEVER LIKE THIS!!
GLORY BE!

Sport Show

BY HAL DEAN—INSIDE STUFF ON THE WORLD OF SPORT—DAILY IN THE BULLETIN

A Letter from Home!

Send the Boys Overseas This Weekly Illustrated News Letter—Appears Every Saturday On Page 3

Dorothy Dix

FAMOUS WRITER ON LIFE'S PROBLEMS, WRITES A DAILY COLUMN FOR THE BULLETIN

TOP-NOTCH DAILY COMICS SUCH AS SUPERMAN — ORPHAN ANNIE — DICK TRACY — MOON MULLINS — BOOTS — GASOLINE ALLEY — HUGH STRIVER — ALLEY OOP — FRECKLES